Appendix C: Design Guide

Produced May 2016 for the TSS Neighbourhood Development Plan by urban forward ltd

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TSS | Design Guide

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Contents

1. About this document

The purpose of this document

This document has been produced to support the design policies in the Teversal, Skegby and Stanton Hill (TSS) Neighbourhood Development Plan.

The important links between the urbanised settlements and the green gaps that form a key characteristic of the area, including how they should be treated going forward is set out.

It also provides guidance as to how to manage change in the settlements that make up the Plan area, including how the existing townscape and green spaces can inform new development should it come forward.

Finally, commentary aimed at guiding improvements to Stanton Hill High Street is provided. It does this through examining the existing High Street, noting current barriers to better economic performance and setting out a series of interventions that could cumulatively and incrementally make improvements to the area.

Structure

The document is set out in the following sections:

Section 1 sets out how to use the document, introduces the Plan area and explains the rationale behind the information contained within this Guide.

Section 2 sets out general design principles. It looks at nationally accepted urban design best practice, and established design approaches that should apply to all places, with some Plan area-wide recommendations. It also demonstrates how design is embedded in national policy and guidance, giving weight to the need to secure high quality design through the planning process.

Section 3 examines the way 'green gaps' between existing settlements are formed, threats to their integrity and how they should be managed in the future.

Section 4 looks at each of the five main settlements in the Plan area - Teversal, Skegby, Stanton Hill, Fackley and Stanley - and investigates the physical qualities that give them each their own character. This analysis is then translated into useful pointers for future development, suggesting ways in which designers can ensure their proposals support rather than erode local distinctiveness.

Section 5 looks at Stanton Hill High Street, examining the current situation on the ground and suggesting a series of incremental improvements that could help to regenerate this retail centre.

Section 6 provides an appendices, setting out suggested further reading and providing a glossary of useful terms and definitions.

The study area

The Neighbourhood Development Plan area takes in a diverse range of places, with rural hamlets, small villages and large urbanised areas that act as hinterland to the much larger Sutton-in-Ashfield. It is also home to impressive landscape and countryside, much of which is accessible to the public due to the extensive network of routes and trails.

Section 4 looks at the following settlements in the Plan area:

- Teversal village
- Skegby
- Stanton Hill
- Fackley
- Stanley

The TSS NDP was designated a neighbourhood plan area in February of 2015.

Left: The official designated Plan area.

Right: The Plan area in its wider context.

2 General principles

The importance of good design

Good design is about more than just aesthetics; well-designed places let people have better lives by making places safe, easy to move through, economically and socially vibrant, and robust against climate change.

Design has a role to play in all aspects of how a place functions; it influences the movement economy (the economic activites that rely on footfall and passing trade), the level of walking and cycling, the way in which people can meet and socialise, where people can take recreation and leisure activities and the levels of crime within any given area.

How a neighbourhood is connected to its surroundings is an extremely important factor when determining the likelihood of residents from that area walking and cycling.

Research has shown that poorly connected neighbourhoods have far lower walking and cycling trips than those that integrate well with local shops and other facilities, which in turn leads to more traffic, poorer air quality and higher health problems for people living there.

Designs that incorporate natural and existing site features into their layout help retain character and identity as well as helping to maintain ecology and biodiversity. If managed well and 'designed in', flood prevention measures can be of real amenity value to local people and a habitat for wildlife.

Buildings that do not properly manage public and private space offer poorer quality living environments for residents, and cannot provide the levels of overlooking needed to make public spaces safe to use. Public spaces which are not overlooked are often sites of antisocial behaviour and are not usable for play and leisure.

However, well designed open space increases people's levels of exercise and gives people spaces to meet and socialise. Embedding character into new development helps an area as a whole be more recognisable, and helps to maintain links to a place's history.

Getting things wrong is extremely costly, as many design mistakes last a very long time, having impacts that extend for decades and which can be expensive to rectify. That is why it is critical to embed good design from the outset and to make sure that all new development follows urban design best practice.

"*Good quality design is an integral part of sustainable development. The National Planning Policy Framework recognises that design quality matters and that planning should drive up standards across all forms of development. As a core planning principle, plan-makers and decision takers should always seek to secure high quality design.*"

Source: *PPG: Design* (2015)

> "A system of open and green spaces that respect natural features and are easily accessible can be a valuable local resource and helps create successful places. A high quality landscape, including trees and semi-natural habitats where appropriate, makes an important contribution to the quality of an area."
>
> Source: *PPG: Design* (2015)

Working with the site

Working with what you have on site enables new developments to make the most of their setting, embedding existing landscape and other natural features into the design in a way that helps maintain links to the history of the area whilst retaining the character of the site.

New development in the Plan area should seek to work with the landscape, retaining important trees and other ecological features and using the topography to influence the alignment of streets.

Existing trees and vegetation should, where practical, be retained in such a way as to add visual amenity and ecological value to the development. Existing trees and hedges can give new development a mature look and feel, and this adds value. However, difficult to maintain or manage greenery should be avoided, as this has the potential to cause problems in the future.

Surface water should be managed in a way that enhances the public realm and provides habitat for wildlife. Sustainable Urban Drainage (SUDs) have the potential to add extra character and amenity to developments but must be considered at the outset along with the design of streets and other spaces rather than retrofitted as an add-on.

Right: Landform and watercourses influencing route structure and developable land.

(Source: Sue McGlynn)
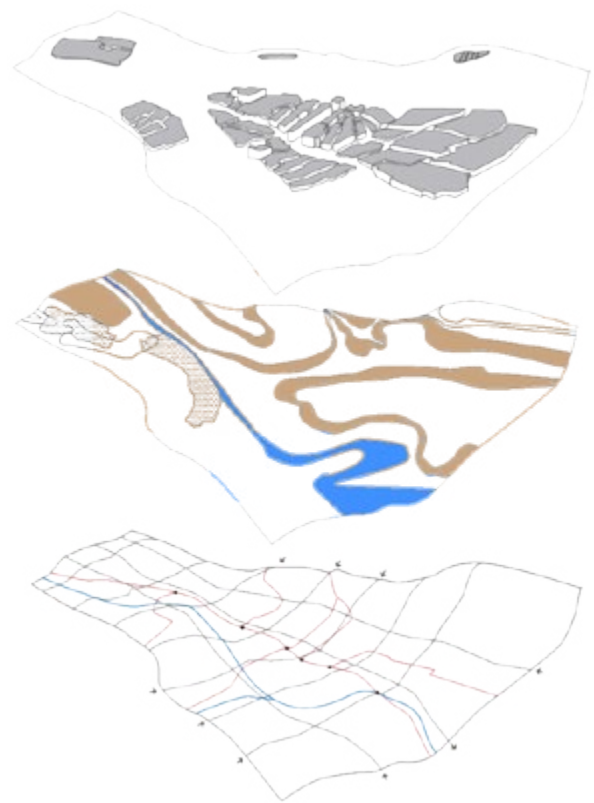
Images: Existing trees and water being used to generate place character and identity.

Connecting to the neighbourhood

Movement is the lifeblood of settlements; places with well-integrated movement systems have been shown to be economically and socially vibrant, safe and energy efficient. New development in the Plan area should not shy away from making strong links with the local neighbourhood, nor should it seek to create insular and overly private enclaves within existing neighbourhoods (see **Glossary** for more information, especially 'Radburn' and 'nested hierarchy').

Instead, new development should make as many links with the surrounding street mesh as possible, but only where those links can be well overlooked, direct and legible. Routes that are poorly overlooked, that run adjacent to private gardens of between back fences, or that are unnecessarily indirect should be avoided.

Streets should be designed in a way that offers more than just a movement corridor for cars; they should be pedestrian and cycle friendly, have space for parking, and should slow traffic through their design rather than through retrofitted calming measures.

Internally, where possible new streets should form a grid, with as many streets offering through movement as possible. Where this is not practical, dead ends should be short and should not be connected by blind alleys. Streets should vary in character, with their role in either local or wider movement evident from their design.

All streets should be simple and uncluttered, with decent lines of sight, low speeds and space for trees. Over-engineered junction radii should be avoided, and all streets should be designed using Manual for Streets principles (see **Appendix 1**).

High permeability

Low permeability

Right: A grid of streets enables high permeability and easy movement, where as a 'nested hierarchy', where streets are arranged more like branches of a tree, offers very little route choice.

Bottom right: Quieter streets like this mews in Upton can be more pedestrian focused.

Bottom left: Mature trees and good sight lines give this street a high quality feel.

> *"Development should seek to promote character in townscape and landscape by responding to and reinforcing locally distinctive patterns of development, local man-made and natural heritage and culture, while not preventing or discouraging appropriate innovation."*
>
> Source: *PPG: Design* (2015)

Making a place

All new development in the Plan area should seek to promote local character and identity, because through doing so it is possible to protect and enhance what is already there for existing residents, and provide community and social cohesion for those new to the area.

A criticism often levelled at new development is that it 'lacks character', with many new developments looking generic despite the wide range of building types and materials used. Often this is due to overly standardised approaches to streets and spaces, where very little room is given for the types of innovation that allow one place to be different from another. Also, too wide a range of materials and styles can confuse the identity of new development, with the lack of a coherent approach weakening the overall visual quality and diluting the overall character.

To maintain local distinctiveness, new development should be reflective of local aspects such as:

• the local landform and the way development sits upon it
• the local pattern of streets, blocks and the dimension of plots
• development style and vernacular
• built forms, massing, details and materials (including street furniture and boundaries)

Developers should demonstrate how they have embedded local character in their Design and Access Statement.
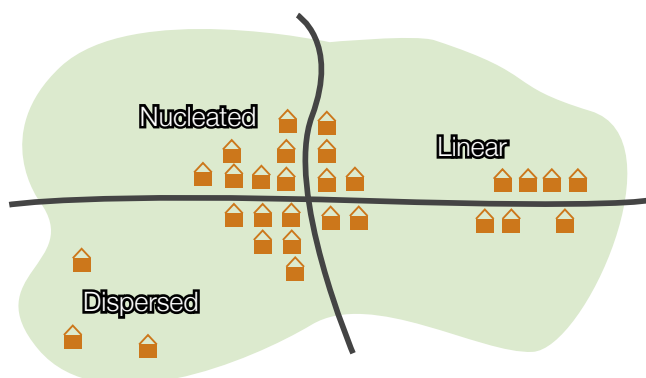
Left: Settlement typologies in terms of how buildings sit in relation to main lines of movement, a key consideration for the character of the settlements in the TSS area.

ACTIVE FRONTAGES

Privacy

Privacy
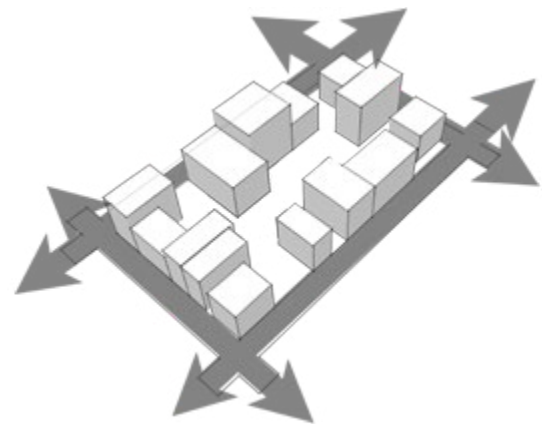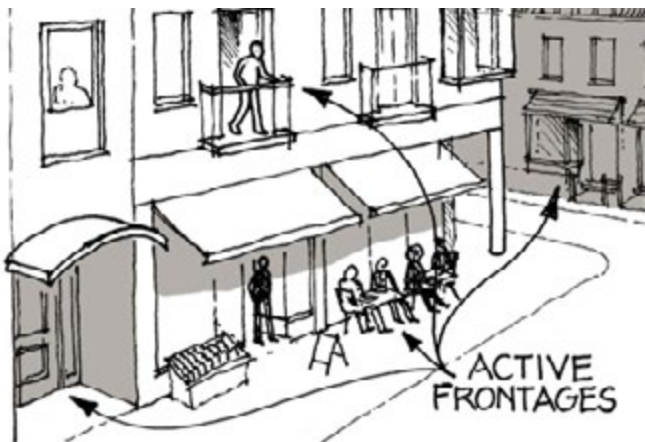
Clockwise top left:

Active building fronts provide overlooking to the street, making it safer.

Buildings arranged in a perimeter block, with public streets and spaces to the front, and private gardens to the rear.

Perimeter blocks set up a 'privacy gradient', enabling active frontages whilst keeping gardens and rooms within a building private.

Good design checklist

Below is a simple checklist to help designers when thinking about how to bring a site forward. It may also be helpful for other stakeholders looking at a development proposal, prompting examination of the design eleme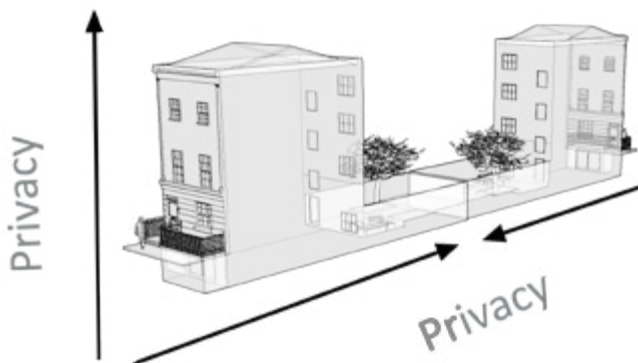nts that are often left until too late in the design process or overlooked all together. A more comprehensive checklist can be found in Building for Life 12 (see Appendix 2).

Are there existing site features of note? Can these be integrated into the development to add character and preserve site identity?

How can new routes into and out of the development help link with existing areas and make finding your way around easy? How should they cross the site?

Where should vehicles come into and out of the development?

Are there any traffic issues to manage?

Where should pedestrians access the site?

Are there any existing rights of way to consider?

Are streets designed to be pedestrian friendly so as to encourage walking?

Are vehicle speeds low and are there places to meet and socialise?

What are the needs of cyclists in the area and how have you accommodated these?

Is there enough parking for bikes?

Are buildings and spaces designed to be safe? Do buildings face the street and are their gardens secure? Are public spaces well overlooked and do they have a clear use?

How are bins and recycling to be dealt with?

Where are bins stored? Can people put bins away after waste has been collected?

15

Avoid poorly defined private space, and make sure buildings offer activity to the street edge.

Open frontage should generally be avoided, and where existing hedges an other boundaries exist, these should be protected.

Left-over space should be avoided; instead, usable green space with the supports for social functions should be designed in where possible.

New materials and styles should not be arbitarily introduced at the detailed design stage, rather designers should reference local character.

3 Green gaps

Separation

Beyond the urbanised areas within the designated Plan boundary, much of the area is open countryside. This aspect of landscape is a key component of both the character of the area and of the quality of life that the residents enjoy. A key concern of the community is the coalescence of existing settlements, the subsequent loss of green space and the damage this might do to the identity of what are currently distinct places.

This section examines the 'green gaps' that act to provide a valuable amenity for residents, that connect other green spaces and features in the wider area, and which help preserve each settlement within the Plan area as a distinct place with its own character. These green connections are important wildlife corridors, and provide space for biodiversity and ecology to thrive.

This document does not seek to analyse all the green spaces in the area; there are too many of them and most are not faced with development pressures. The gaps identified and analysed are:

• The valley between Teversal and Stanton Hill
• The gap between the south of Stanton Hill and the north of Skegby

The form of each is set out, and risks to the essential character of the spaces are identified so as to suggest ways in which these essential green spaces can be protected from erosion over time.

Left: The western entrance to the Skegby Trail from Stoneyford Road.

Right: The eastern end of the Skegby Trail, opposite Buttery Lane and the Teversal Trail.

Teversal / Stanton Hill

Stanton Hill / Skegby
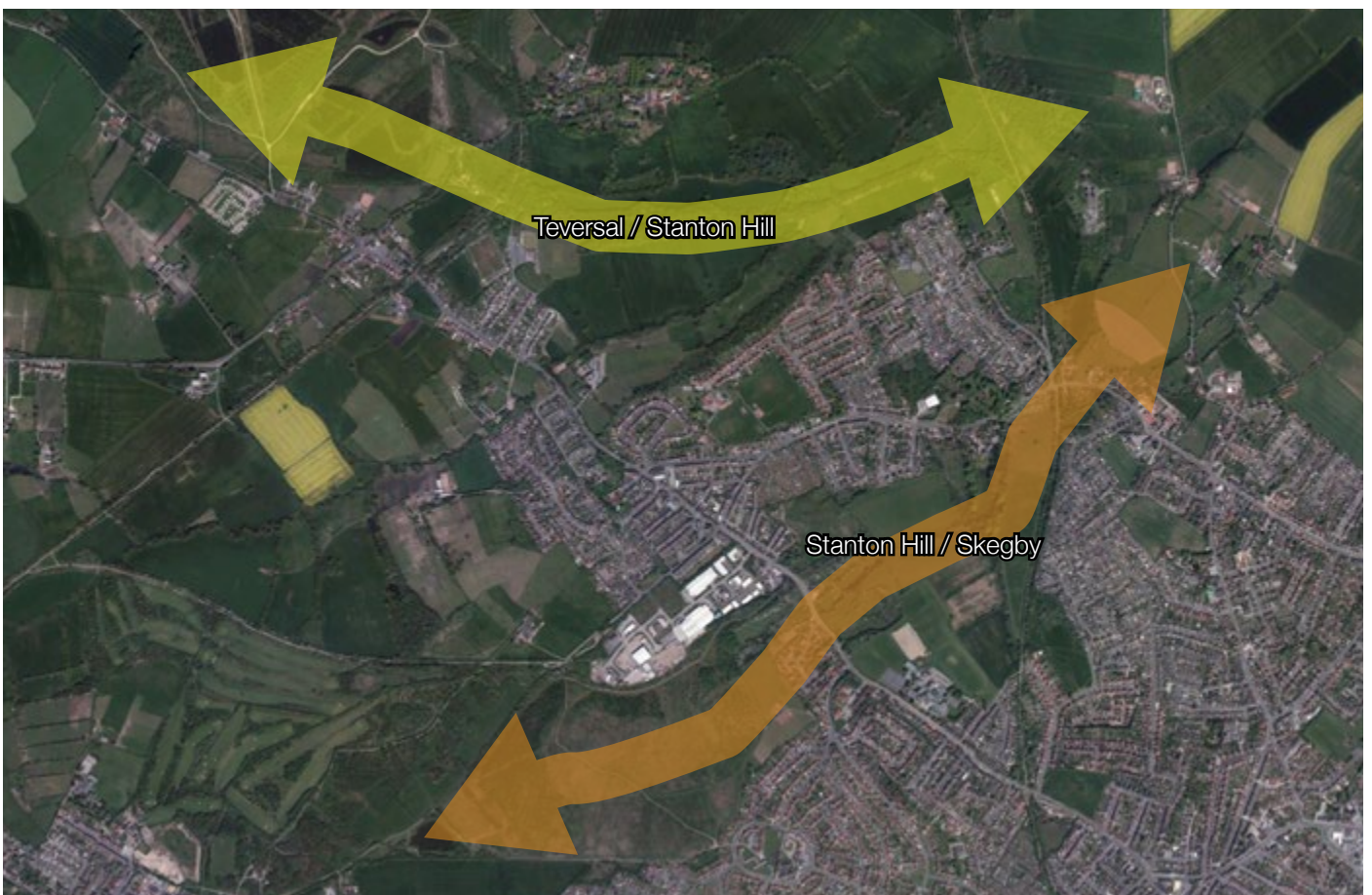
Skegby / Stanton Hill

The key green space between Skegby to the south and Stanton Hill to the north is an important green space that offers walking routes that connect to spaces to the west and east. It is generally wide, but pinches as it crosses Mansfield Road to the east and Stoneyford Road to the west.

To the west, some encroachment into this space has already occurred, with the development around Fisher Close and the Brierley Park industrial estate closing the gap considerably. To the east the situation is arguably worse, as although there is still significant green space between Saville Road and the junction with Buttery Lane, small infill development such as Station Yard and the development at the corner of Old Road means that much of this is in private gardens or forms non-accessible paddock space. These two areas are extremely sensitive to change, with any new development occurring here likely to significantly weaken the feeling of separation between settlements. It is recommended that these areas be preserved to enable the movement of wildlife and to preserve the wider space's ability to act as a linear green corridor.

To the north, several streets (Gilcroft Street, Lime Tree Avenue, and Saint Andrews Street) run to a large field that makes up a significant proportion of the total green space in this gap. Development could occur here in a way that would be well-connected to Stanton Hill, but it would reduce the width of the gap significantly, so careful consideration should be given to this impact in considering the suitability of this area for new housing.

To the south, the walking and cycling route along the old railway provides a boundary to the urbanised area, and development beyond this edge would likely damage the character and quality of this route, which at present feels like an extension of the countryside routes beyond. Development to the north of this would be cut off from the existing settlement, reducing the sustainability of it and impacting on its ability to be of benefit to existing shops and services. It is recommended that this area remain undeveloped so as to maintain the essentially rural nature of the walking and cycling route and to help retain a good portion of the existing green corridor for separation and ecology values.

Left: Looking east along the southern edge of Teversal.

Right: Footpath leading south towards Stanton Hill.

The extent of the existing gap between Stanton Hill and Skegby, showing its role in linking to the open countryside beyond.

Left: The eastern portion of the green corridor, constrained by development and in danger of being closed completely should new sites come forward here.

Right: A good portion of the green corridor remains to the west, but housing and industrial development has already pinched this down to a narrowing; further narrowing should be avoided.

Teversal / Stanton Hill

The green space that separates Teversal village from Stanton Hill is substantial, with a wooded river valley in the middle (River Meden) and a trail on the former railway line. It contains important hedgerows along field boundaries and clumps of woodland around the Teversal Trail at the western extent of the area. Teversal village has a very green boundary to the south, with trees and other vegetation in private gardens presenting a soft transition to the rural space beyond. Similarly, the northern extent of Stanton Hill (to the rear of Barker Avenue) is buffered by a wooded band that screens the urbanised area from the rural space beyond. This space serves to link wider green spaces in the area, and provides important separation between the distinct village of Teversal and the beginning of the denser built up areas to the south.

There are two areas of particular sensitivity for this green corridor; the area to the north of Stanton Hill, where Barker Avenue backs on to the Meden Valley, and to the west, where Pleasley Road heads from Fackley to Teversal.

The tree belt to the rear of Barker Avenue helps to screen the urbanised area of Stanton Hill from the rural spaces beyond, and provides a soft transition to the countryside. It is also a visually prominent space, and should development occur within it then this would be highly visible and likely damaging to the look and feel of the valley.

Small pockets of development along the Fackley Road (Carnarvon Street, Coppywood Close etc) have begun to encroach into the valley, and the trail centre and cricket club, whilst mainly green space, add buildings and hard standing into the setting of the valley. Should more development be added into this area, then the effect could be dramatic, with a critical narrowing of the corridor at this point and with the erosion of the rural nature of the trails that intersect here harmed.

Left: Looking east along the southern edge of Teversal.

Right: Footpath leading south towards Stanton Hill.

The extent of the existing gap between Teversal and Stanton Hill, with the river and trail easy to pick out due to the extent of the trees that line them.

The edge of Stanton Hill beyond Barker Avenue is particularly sensitive to change, and care should be taken to avoid development encroaching into this space.

Ribbon development along Pleaseley Road would narrow the existing corridor, and would harm the rural nature of the trails and paths in this space.

Conclusions and recommendations

The green corridors that separate Stanton Hill from both Teversal to the north and Skegby to south are integral to the character of the wider area, serving to both bring the countryside into the more urbanised areas and as important wildlife corridors that connect habitats and spaces in the wider area. They also help to keep the settlements in the Plan area distinct, allowing each to have its own sense of place and providing easily accessible amenity space for residents and visitors.

Managing these spaces in a way that does not critically weaken this important function is paramount in the maintenance of the identity of the area; new development within these gaps will have to be carefully managed to avoid damaging these spaces, and in some areas, development should be restricted as the integrity of the corridor is already under threat.

For the gap between Stanton Hill and Skegby, development at the ends of the corridor has already narrowed the space, weakening the links to the wider countryside. New development should be restricted in these areas to help maintain the integrity of the green corridor and to ensure that the separation between settlements is maintained.

For the gap between Teversal and Stanton Hill, the sensitivity of this space is such that a compelling case would need to be made to allow development to occur here. Any change at all in this space would likely harm its role in the wider landscape, and care should be taken along the routes that pass through it that infill development does not encroach into the space, damaging the rural feel of the trails that pass through it and reducing the distinct separation of Teversal from the more built up areas to the south.

4 Townscape analysis

About this section

This section of the study aims to understand how the various elements that make up settlements combine to form a built environment of different characters. Much is made of the value of settlement character and identity, and a criticism often levelled at new development is that it lacks a distinctive character and does not speak 'of its place', instead looking much like anywhere else. Character and identity informs our experience of different places and helps us to differentiate one from another. The various elements that make up this image of a place are often shared between settlements, but with subtle but important variation. Variation within a settlement helps us to understand how a place is put together, which parts might be of interest for social and economic activities, which for more private living etc and affects the quality of experience when moving between each.

At the larger scale, settlement character is informed primarily by the landform and the landscape setting in which it sits. Topography, watercourse and other natural elements help define the shape of the settlements, and how settlements interact with these elements is a key 'first step' in developing a distinctive character. How lines of movement relate to underlaying natural features is the next 'morphological layer' that defines character. How streets, lanes and linear green elements work with or against the landform changes between places and can generate distinctiveness.

Commonalities in design between places exist at all levels, with shared spatial and detailing relationships giving a feeling of familiarity and 'readability' even for new places. At the scale of plots and buildings this is especially true, but boundary detailing, materials, architectural styles and 'special' spaces all combine to distinguish one place from another, or more commonly, one region of the country from another. Local materials and detailing are especially important in this regard, with vernacular elements usually defined by locally sourced building materials and design flourishes at the building level. The settlements within TSS have features which distinguish them from one another and the aim of this section is to distil those to enable new development to maintain and enhance the feeling of individuality. To do this, each of the distinctive settlements is analysed in a series of Village Design Statements. The VDS's in this document have been prepared as a result of consultation with the communities, and are set out to cover the following:

- Settlement pattern
- Streets and spaces
- Boundaries and landscaping
- Plots and buildings
- Materials and detailing

A Village Design Statement is an especially useful tool for understanding what makes a settlement distinctive, and their use in Neighbourhood Planning is recommended. There is no agreed format for a Village Design Statement, although they should all seek to capture the information needed to help guide change to ensure that it does not damage the character and identity of a place.

The study areas for this section are:

- Teversal
- Skegby
- Stanton Hill
- Stanley
- Fackley

Teversal

Location

Teversal is located to the South of the designated plan area, above Stanton Hill and Skeby and to the east of Stanley. It is a distinct settlement, separated from other urbanised areas by extensive countryside. It is an unspoilt settlement, home to a large number of listed buildings and was designated a conservation area in 1970.
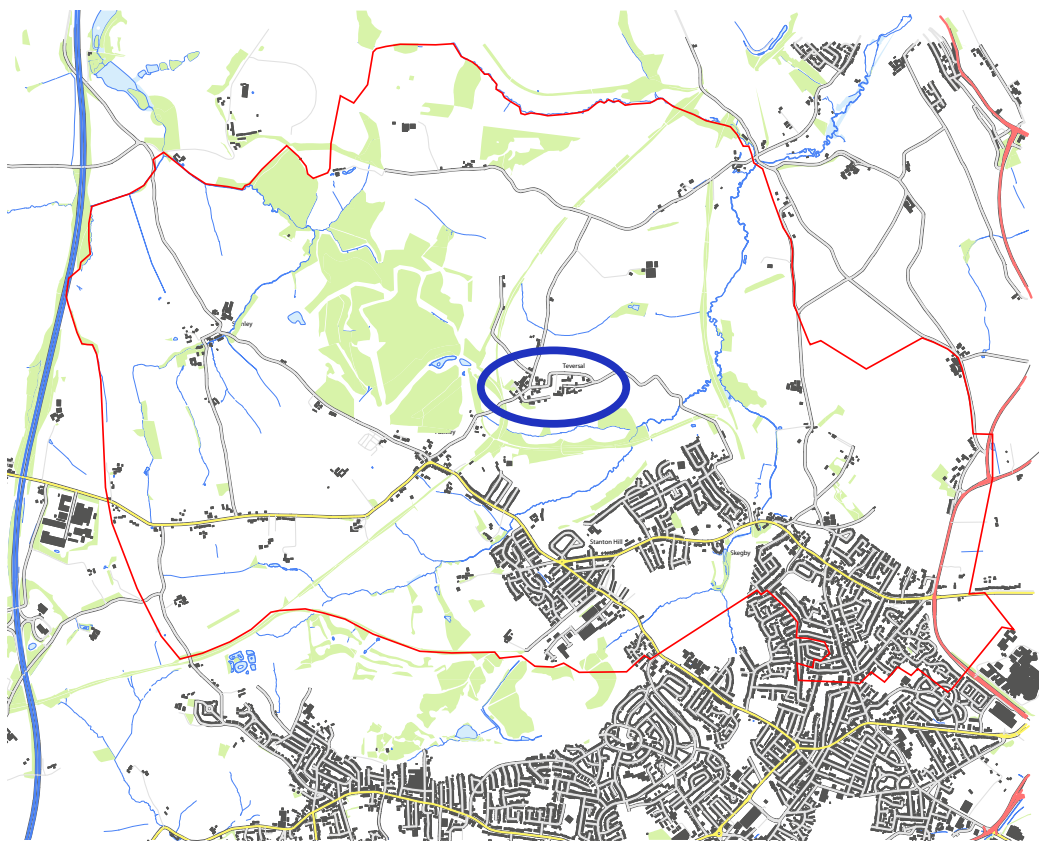
Left: The location of Teversal in the Plan area.

Settlement pattern

Teversal is a loosely nucleated settlement, with development clustering around the main streets of Pleasley Road and Buttery Lane. Some backland development occurs to the south, with large properties occupying plots that back directly on to the Meden valley. The effect of the way buildings occupy their plots (covered later) is that from the street, the pattern of the settlement is not overly easy to discern, with most of the street edge defined not by buildings but by boundaries and trees. Should new development occur here, then this loose knit approach, with an informal relationship between plots and streets should be adopted so as to ensure that the irregular and fragmented look and feel are maintained.
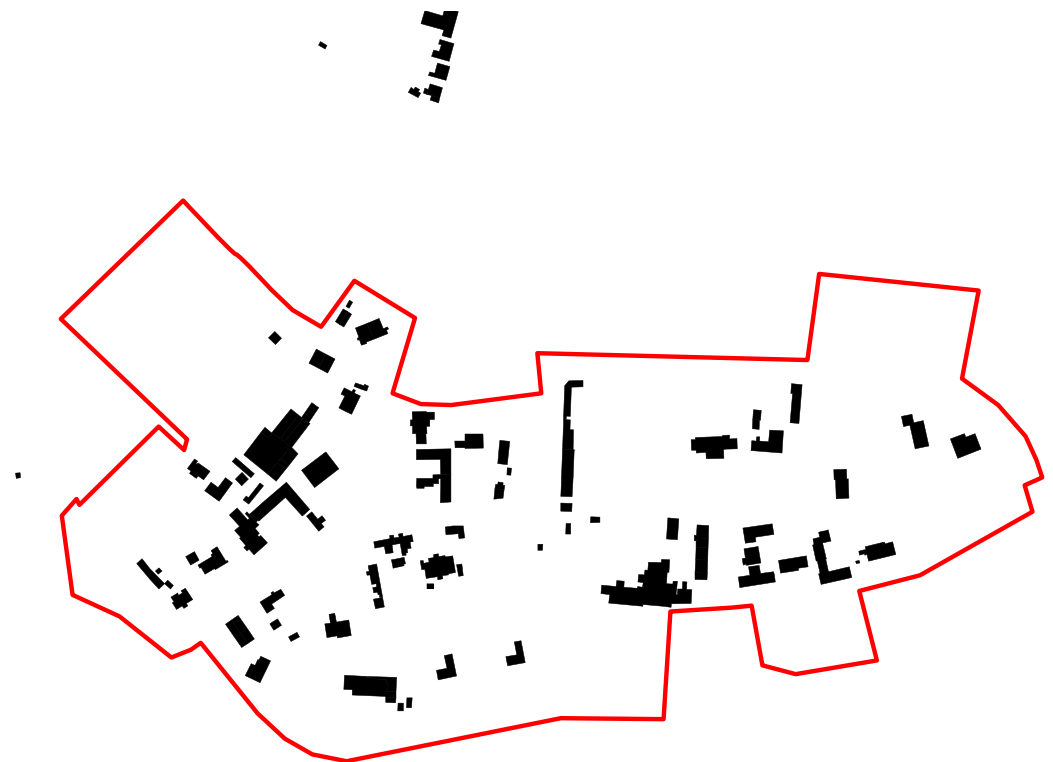
Right: A 'figure ground' of Teversal, with buildings coloured black. Note the high degree of separation and fragmentation.

Streets and spaces

There are few streets in Teversal, with only Buttery Land and Pleasley Road offering 'connecting power' to the wider area. Both of these streets have the look and feel of rural lanes, with narrow carriageways and verges to the edge. Manor Close is a back lane that offers only local access to the properties to the south of the village.

Although few in number, the streets in Teversal are different in terms of look and feel. Pleasley Road is generally open, with wider verges and low walls giving the street a spacious feel. It has markings through the village, giving it the visual impression of being a higher-order street than Buttery Lane.

Buttery Lane is in parts formal and tree-lined, with wide verges and a hard edge to the boundary with private plots. In places it narrows, and buildings are set close to the edge of the street, closing down the views and giving the street a more intimate feel.

Manor Close and the small lane that runs along the back extent of Buttery Lane are narrow, with green edges to the street and have the visual appearance of offering only local access, meaning that the composition of the various streets within Teversal is directly related to their movement function.

Key:

——	Buildings
——	Sight lines
——	Street widths
——	Plots

Left: Example dimensions for informing new plots, streets and spaces in Teversal.
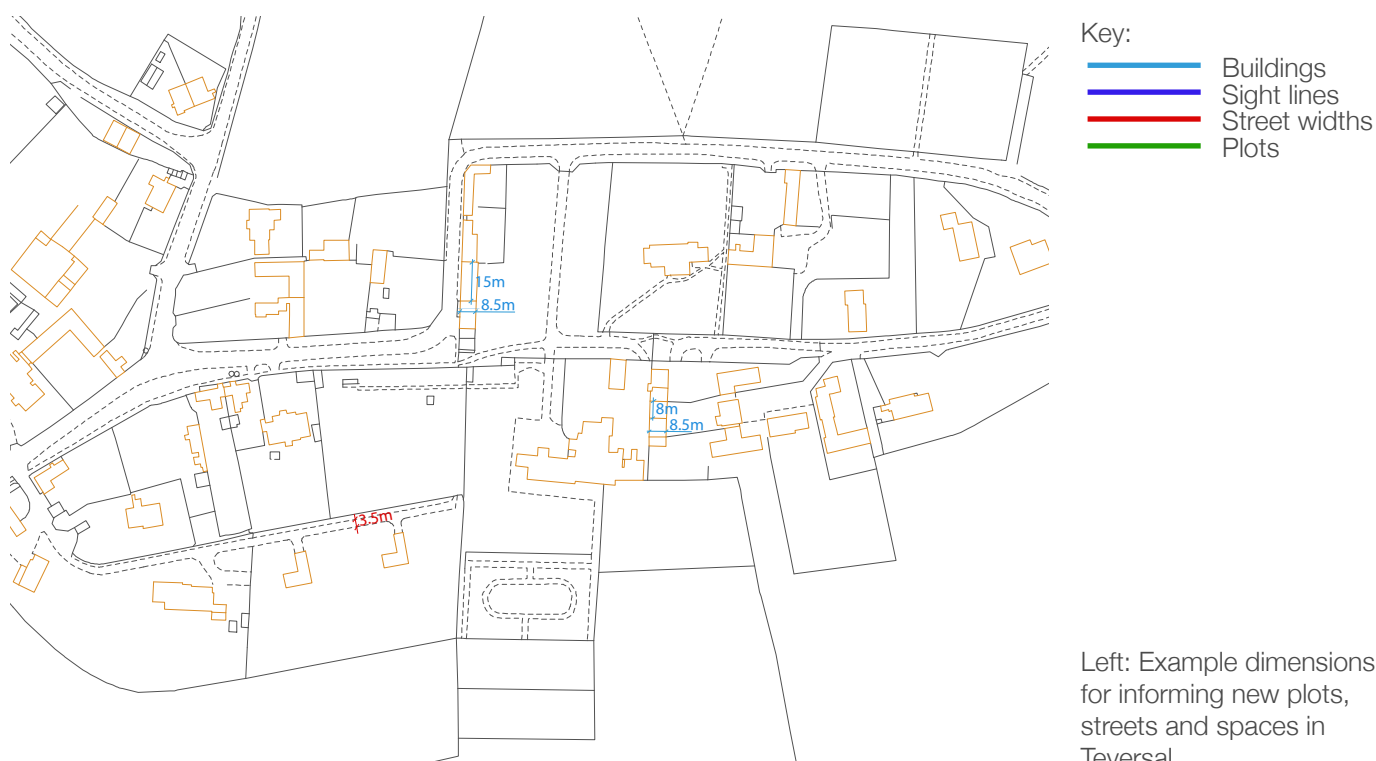
Left: Pleasley Road looking north towards Pleasley.

Right: The northern section of Buttery Lane, looking west towards the church.
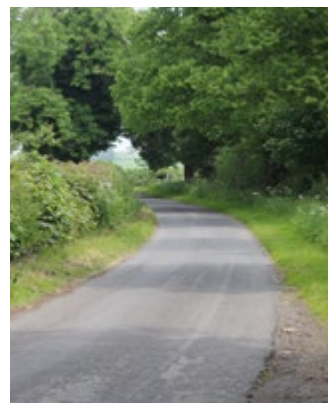
Left: Manor Close, looking north.

Right: The western entrance to Buttery Lane, with the formal avenue of Lime Trees.

Left: The entrance to Peartree Lane.

Right: Buttery Lane looking east away from the village.

Boundaries and landscaping

Boundaries play a key role in Teversal in forming a consistent character throughout the village and knitting its various parts together. All plots have a vertical delineation, and these tend to be either low rubble stone walls or in places formally clipped mono-culture hedges. Some of the properties towards the edges of the village have less formal hedgerows, helping manage the transition from the rural countryside to the more developed village core.

Many of the walls are low, with greenery behind in private gardens visible from the street. This softens the edges of the street and adds a significant amount of greenery to the street scene. When combined with the large street trees along Buttery Lane and Pleasely Road (limes and oaks), this gives the village as a whole a very lush and green look and feel. Five-bar gates feature in many places, and this reinforces the rural look of the boundaries.

Left: Wide verges and formal planting on Buttery Lane.

Right: Low walls with vegetation adding greenery to the street.

Left: Rubble walls with kept gardens beyond.

Right: High walls hard up against the back edge of the footpath.

Plots

The range of plots within Teversal is very wide, although commonalities are apparent; most plots are large, irregular in shape and allow for the buildings that sit on them to appear separated and scattered. This contrasts with more regular arrangements found in the more developed parts of the Plan area, and gives Teversal an exceptionally varied townscape at the plot level.

Due to the large scale of some of the buildings and activities in Teversal (farm and manor houses etc), many of the plots are exceptionally large, and this leads to buildings being very fragmented. The role of large plots in enabling this spacing is important as the open feel and fragmented roofscape are a defining characteristic of the village.

Left: Corner plots, regularly arranged and accessed.

Right: Internal yard and buildings arranged away from the street edge.

Left: Buildings sitting on the full span of the plot, hard against the lane.

Right: A large dwelling and associated outbuildings sat in a generous plot.
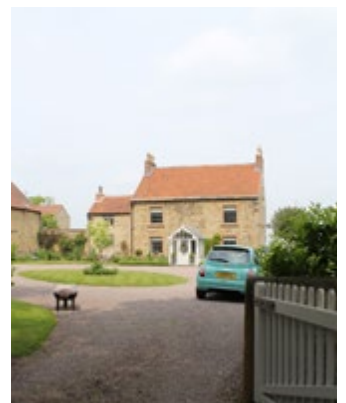
Buildings

Teversal is home to a large collection of impressive buildings, eight of which are listed. Buildings such as the Old Bakery, Teversal Farm and the Old Rectory are fine examples of how the townscape of Teversal is composed, with many of the other buildings sharing commonalities in materials and detailing as well as how they sit on their plots with these eye-catching structures. Most of the properties are detached, classically proportioned (symmetrical around the centrally placed entrance) and sit either facing the street or facing onto an internal yard or lane.

The range of materials and detailing (covered later) is narrow and thus the buildings work together in generating character rather than being just characterful in isolation, and this is important in terms of establishing a character that is place-specific.

Left: Large buildings sat in impressive plots.

Right: Wide frontages with entrances onto the street.

Left: Red pantiles are used frequently within the village.

Right: Buildings sitting well back within the plot, away from the street edge.

Materials and detailing

There is a narrow range of materials evident in Teversal, with most buildings constructed of sandstone in either course rubble or square-cut stone, with red pantile clay roofs. Later buildings tend to be a mixed-batch red brick, with some slate roofs also present. Stone window surrounds and door headers are common, as are sash windows and chimney stacks.

Walls:

Render

Sandstone

Red brick

Roofs:

Red clay pantiled

Grey natural slate

Details:

Sash windows

Stone headers

Chimneys

Teversal:
Key findings and recommendations

Teversal is already a designated Conservation Area in recognition of the high quality of its townscape. It is locally distinctive, and in need of careful management to protect its character in the future.

It is a loosly nucleated settlement, with a high degree of informality and fragmentation in the ways its plots and buildings sit within the built envelope. Should new development occur, it should seek to avoid overly infilling the fragmented nature of the settlement, as this would block the views to the countryside and the opennes of the skyline, eroding character. Instead, **new development should use generous plots and an informal relationship between the building and street** to maintain and enhance the feeling of spaciousness within the settlement.

The streets are composed in a way that speaks directly of their movement function; streets that connect to the places beyond the village are wider, with more formal planting and grander buildings. Streets for local access are narrow, with shorter sight lines and less formality in the landscape. New development should use this approach to **develop streets that aid in wayfinding and settlement structure, avoiding engineered solutions** and reflecting the rural look and feel of streets in the area.

A strong characteristic of the village is the boundary between public and private space; walls, some hedges and a narrow range of styles and materials knit the village boundaries together, making the treatments a signature of the area. New development should ensure that it **provides a strong boundary between what is public and what is private, using locally inspired materials and design approaches** to help maintain the character of Teversal.

Buildings are generally detached, have a simple, almost classically symmetrical composition and have a number of key design signatures that allow them to form a coherent and complete townscape that has an overall character. New development should **use Teversal-specific design cues, design detailing and materials** to ensure that they add to the existing character rather than introducing new building styles and materials.

Skegby

Location

Skegby sits to the south east of the plan area, and has to a large degree coalesced with Sutton-in-Ashfield. It is the largest of the villages in the Plan area, and is separated from Stanton Hill by the southern most green corridor.
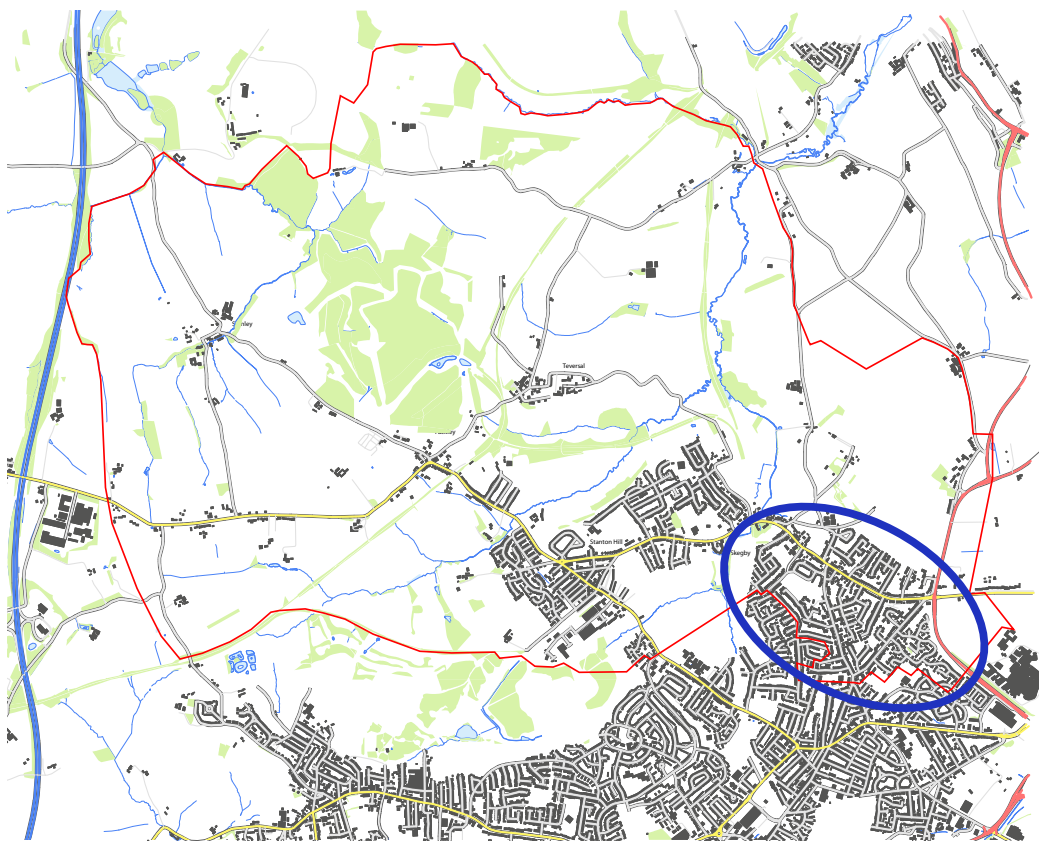
Left: The location of Skegby in the Plan area.

Settlement pattern

Skegby exhibits a fair degree of nucleation, with development tending to line the main streets (Mansfield Rd, Forest Rd, and Dalestorth Rd) and then gridded infill occurring between these main routes. Most of the area is a deformed grid pattern of streets, although some culs-de-sacs are also present. The grid uses offset junctions in the main, connected by straight or lightly segmented streets rather than by sinuous curves. The figure ground diagram below shows how strongly 'constituted' the streets are, with most having very regular arrangements of buildings at their edges.

Right: A 'figure ground' of Skegby, with buildings coloured black. Note strong building lines, defining the street edges.

Streets and spaces

The streets in Skegby show some variety in geometry, but all tend to be relatively straight. When they do turn, they tend to do with with a distinct deflection linking straight sections rather than through sinuous, elongated curves. Sight lines are linked to the streets role in the movement structure, with the main streets of Forrest Road, Dalestorth Road and Mansfield Road having very long (200m+) sight lines, and side streets (eg. Greensfields) exhibiting more truncated sight lines (<100m). This helps people using the street network understand the role of the street they are on in either granting access to the wider settlement and beyond or offering only local access.

Main streets are wide, with formal markings and footpaths to either side. Side streets are narrower, but retain foot paths to both side. Many have no street markings. There are limited instances of shared-surface or other low-grade informal streets (such as Pavilion Gardens) and here you can find a small amount of grass verges, although these are uncommon.

There is a large park with football facilities and play equipment in a reasonably central location between Stamper Crescent and Whitehead Lane.

Key:
- Buildings
- Sight lines
- Street widths
- Plots

Left: Example dimensions for informing new plots, streets and spaces in Skegby.
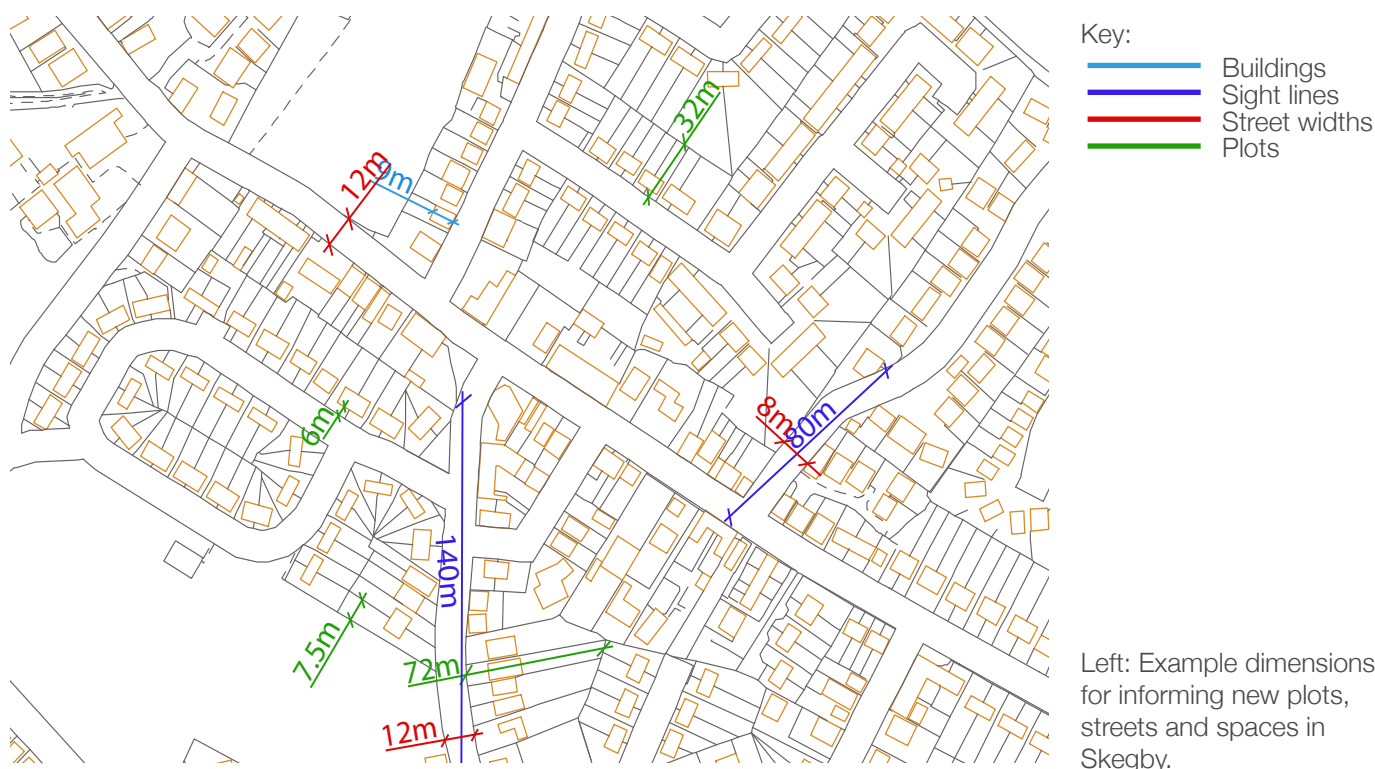
Left: Long sight lines on Dalestorth Road.
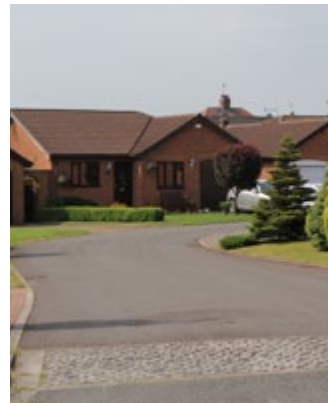
Right: Shared surface and green verges in Dalestorth Gardens.

Left: Lane-splitting traffic calming on Chancery Close.

Right: No road markings or paved footways on Pavilion Gardens.

Left: Good sight lines on Forest Road.

Right: Recreation and place space in the centre of the settlement.

Boundaries and landscaping

There is a reasonably narrow range of boundary treatments in Skegby, and where well maintained, these help to add quality to the streets. Most boundaries are 'hard, often low walls with brick on stone coping. Many have hedges behind and these serve to provide a significant proportion of the greenery within the public realm.

Street trees are infrequent, with most of the trees visible occurring in rear gardens and visible between buildings. Some small trees to the front of plots are visible, and these add a great deal to the street scene.

Left: Low walls to front gardens,

Right: Hedges behind low walls add greenery to the street scene.

Left: Some mono-culture hedges to front boundaries.

Right: Open frontages, but uncommon in the area.

Plots

The range of plots in Skegby is narrow, with widths relatively uniform between 8-15m. Plots tend to be clustered within streets, so that the street edge is lined by plots of similar widths. This helps to give streets a level of repetition, helping them form a character and making for distinct districts within the settlement.

Most properties have front gardens; aside from a few terraces, a defining characteristic of the area is to have at least a moderate degree of private space to the front of dwellings. Within the street scene, setback from the plot line tends to be consistent, creating a uniform building and plot line as viewed from within the street.

Left: Repetition of plots within the street segment.

Right: Wider plots for bungalows, with on-plot parking.

Left: Generous front gardens for larger dwellings, access direct from the street.

Right: Some small setback examples, but less commonly found in the area.

Buildings

Skegby is characterised by two-storey houses, most of which are semi-detached. These tend to be inter- or post-war, constructed of red brick and featuring either brown or red clay pantile roofs, concrete roofs, or in limited instances, some slate.

A common feature is to have different surface treatments for the ground and first floors, often with the ground floor being a brick and a render or tile-hanging first floor. Roofs tend to be hipped or simple open gables, and in most instances the ridge runs parallel to the street. Some dormers and front-projecting gables do feature, but these are infrequent. Bay windows and contrasting half-round ridge and hip tiles are prominent features where they occur.

Left: Different materials for ground and first floors.

Right: Red brick, with 'ginnel' access to rear gardens for terraces.

Left: Repetition of buildings within the street scene.

Right: Some buff brick with contrasting banding, but uncommon in the area.

Materials and detailing

Materials tend to be clustered within the street segment, with similar treatments on buildings along the same street. Red brick, pantile in red or brown clay, and concrete roof tiles are common. Cast stone window and door headers are also used frequently. Some of the buildings have brick course banding and bond detailing that give them a feel of craftmanship when viewed up close.

Walls:

Render

Red brick

Red / brown brick

Roofs:

Red clay tile

Interlocking concrete

Contrasting ridge tiles

Details:

Bay windows

Tile hanging
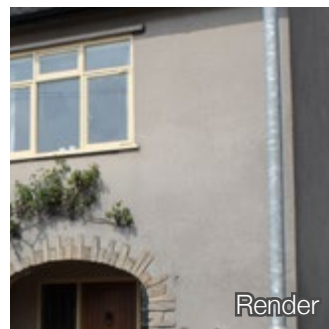
Cast stone headers

Skegby:
Key findings and recommendations

Skegby is a nucleated settlement, built on a deformed grid between the major streets that link it to places beyond. There are few dead-ends, with most streets interconnecting. **New development should look to fully connect into the neighbourhood to ensure the continuation of the grid-like settlement pattern.**

Long sight lines, straight street segments and no road markings are commonplace, and the length of the sight line is reflective of the role of the street in movement in and around the area, with longer sight lines on major routes and more truncated views for local access. **New development should ensure that geometry and treatment of the streets uses this simple device to help establish a street hierarchy that reflects the local approach.**

Most boundaries in the area are low walls, some with hedging behind. Some hedge boundaries also occur, but these are less frequent, and open frontages are less common still. New development should seek to **establish a strong delineation between public and private space** to ensure it continues this characteristic of the area.

Although there are a range of building types and styles in Skegby, they tend to be of a similar period and exhibit commonalities such as the narrow range of materials, the use of cast stone headers and the way **similar buildings are clustered in groups**. New development should **avoid an overly complex distribution of building types**, and should instead seek to **create similarity at the building level**, using local materials and detailing to help enhance the approach in the wider area, supporting the existing character.

Stanton Hill

FACKLEY
ROAD

Location

Stanton Hill is largely a stand-alone settlement south of Teversal village, although it is close to coalescing with Skegby to the east. It has a small retail core, and sits on the Stoneyford / Fackley Road linking to the wider area.
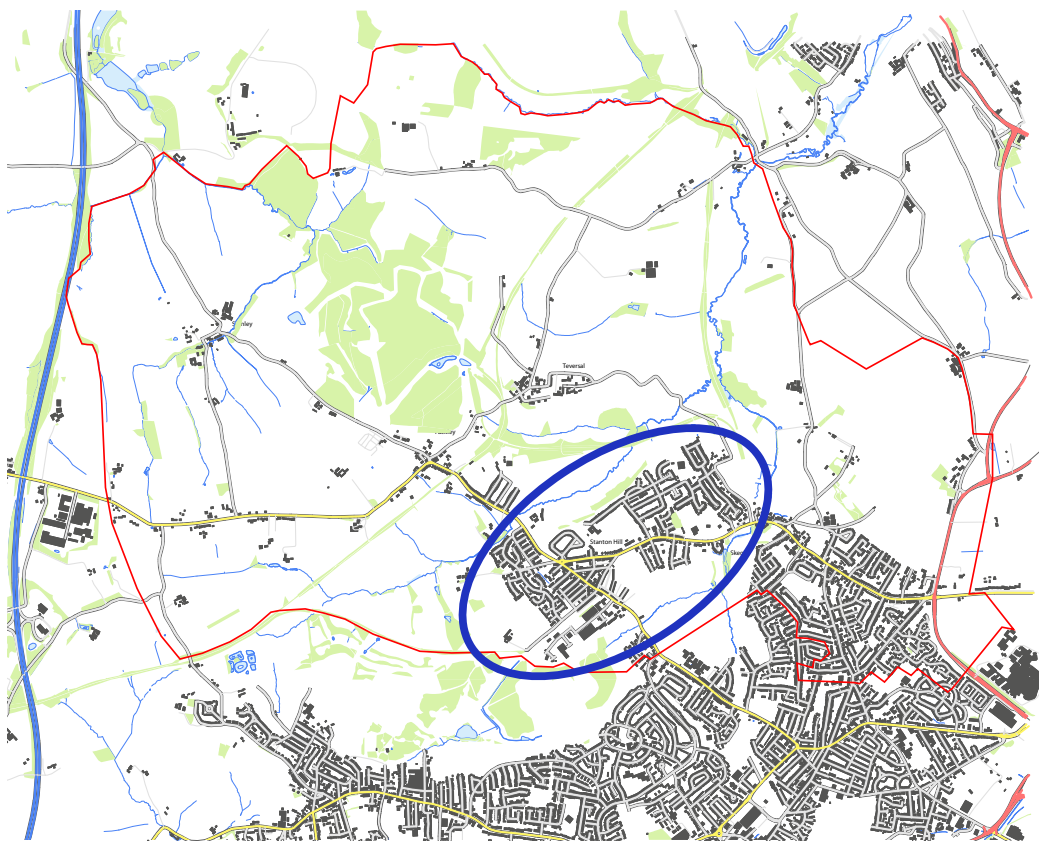
Left: The location of Stanton Hill in the Plan area.

Settlement pattern

Stanton Hill is a clearly nucleated settlement, with development forming around the major nodal point between Fackley Road, Wharf Road, and Stoneyford Road. Beyond this, a tight grid of streets for mainly regular, rectilinear perimeter blocks of buildings. Newer development to the west off Fackley Way uses a different pattern, introducing a 'nested hierarchy', which is an uncommon occurrence in the wider area. Meden Bank uses a 'Radburn' type layout, which does away with the perimeter block layout for a confused front-and-back relationship for buildings, footpaths along the back edge of property boundaries, and left-over green spaces.
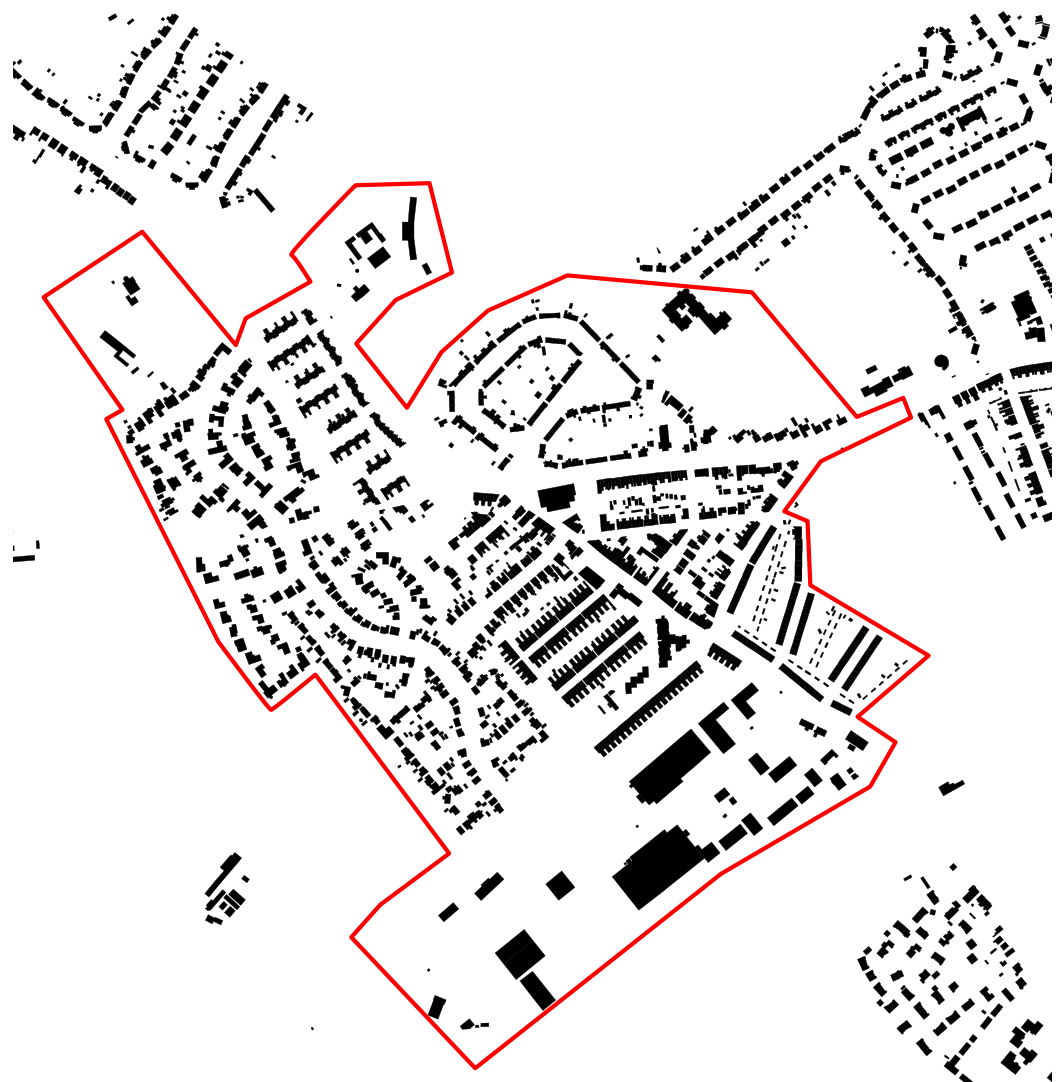
Right: A 'figure ground' of Stanton Hill, with buildings coloured black. Note regular blocks and clearly defined streets.

Streets and spaces

The main streets in Stanton Hill are long and straight, with only minor deflections to their routes. They are not overly wide, and the buildings generally sit close to the back edge of the footpath, giving the spaces a sense of enclosure. Side and back streets are formed into a regular grid, with straight street segments interlinked at 90 deg, with cross-road junctions commonplace. Newer development along Fackley Way uses more sinuous street geometry, which is not characteristic of the wider area. Meden Bank uses straight streets, but these are not interconnected for vehicles, instead linking together via a segregated footpath system.

Some of the side streets, such as Co-operative Street and Institution Street feature innovative retrofitted traffic calming and lane narrowing that might be useful for new development seeking to balance street geometry and traffic speeds.

Because many of the streets are straight and aligned to run 'with' the underlying topography, long views to the countryside beyond are common, so although enclosure within the street is high, the connection to open countryside helps avoid the area feeling overly 'closed in'.

Key:
———	Buildings
———	Sight lines
———	Street widths
———	Plots

Left: Example dimensions for informing new plots, streets and spaces in Stanton Hill.
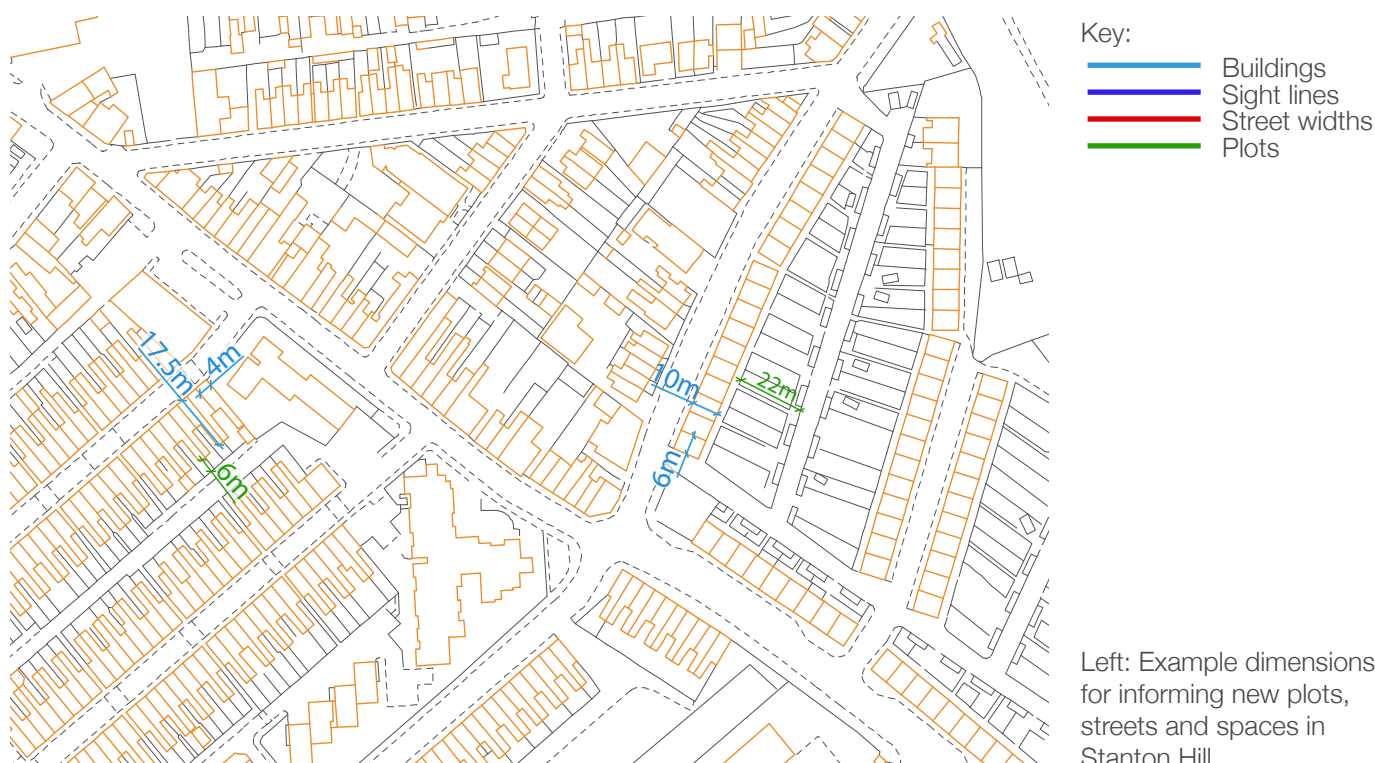
Left: Main streets have high levels of enclosure, combined with long sight lines.

Right: Narrow side streets with hard edges to the carriageway.

Left: Meden way introduces some 'left over' space, common for this type of layout.

Right: Innovative street treatment here in Institution Street.

Left: More sinuous streets feature in Fackley Way.

Right: A typical approach to the village, with no deflections in the street.

Boundaries and landscaping

For the older parts of Stanton Hill, boundaries tend to be made up of either low walls with some coping and piers, or of buildings that are placed hard up against the back edge of the footpath. The newer areas have open frontages, with grass gardens to the street edge.

Rarely, hedges make up the street edge, but where they do they add greenery to the street scene, which is otherwise low in planting, giving the area a hard, urban feel. Some trees either in the street on within private plots are scattered through the area, and these do a great deal to soften the otherwise urban look and feel of the area.

Left: Buildings placed hard against the back edge of the footpath.

Right: Small front gardens and low walls.

Left: Newer development has open fronted plots.

Right: Greenery within gardens adds to the quality of the street scene.

Plots

Plots tend to be narrow, with either small semi-detached or terraced buildings. The range is also narrow, with only some wider plots on Fackley Way and the occasional wider plot on the Stoneyford Road approach to the area.

Left: Narrow plots with terraced housing.

Right: Some setback to terraces, but still narrow fronted plots.

Left: Wider plots on the Fackley Road, with a higher degree of setback.

Right: Fackley Way has some wider frontage plots, often square in shape.

Buildings

The range of buildings in Stanton Hill is narrow; mainly Victorian-era terraces, inter- and post-war semi-detached houses and on newer estates, bungalows. There is a high degree of repetition within parts of the settlement, with whole streets being comprised of a single a handful of similar building types. This gives the place a regularised or 'zoned' feel, helping to distinguish its various parts from one another and aiding wayfinding. Densities increase towards the centre, which again helps to establish a pattern of building distribution that relates to the structure of Stanton Hill.

Left: Some buff brick and banding, but uncommon.

Right: Newer development includes bungalows and adds to the housing mix.

Left: Inter-war semi-detached houses can be found to the east.

Right: Short terraces are commonplace, as are more traditional Victorian terraces.

Materials and detailing

A narrow range of materials helps to unify the townscape of Stanton Hill. Most buildings are finished in red brick or a skim of painted render, although some newer development uses buff brick. Roofs are either red pantile or concrete interlocking tiles. Some stone headers and brick course detailing helps to add interest to buildings when viewed up close.

Walls:

Render

Red brick

Roofs:

Red clay pantiled

Interlocking concrete

Details:

Brick coursing

Stone headers
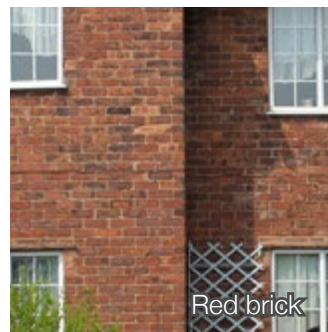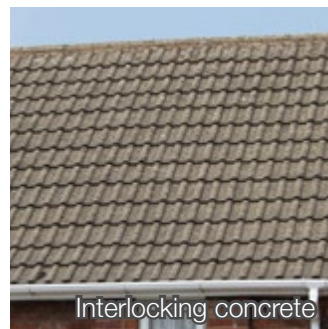
Brick quoins

Stanton Hill:
Key findings and recommendations

Stanton Hill has a distinctive settlement pattern, and the way streets are configured is closely linked to how they fit into the movement hierarchy. Streets are generally straight, with 90 deg junctions on backstreets commonplace. Where deflections do occur, they are subtle and still allow for good sight lines. Newer, sinuous streets are not in character with the streets that were set out when the settlement was established, and **new development should seek to use the classically arranged streets, regular grid and interconnected layouts** that typify the village core.

Boundaries are hard, either made up of the building face or of low walls. In some instances, hedges and greenery is visible beyond the boundary. All of the more historic parts of the village have a vertical delineation between public and private space, and new development with open frontages breaks this character-forming approach. **New development should use a strong boundary treatment, one that allows for a clear separation of garden space from public streets.**
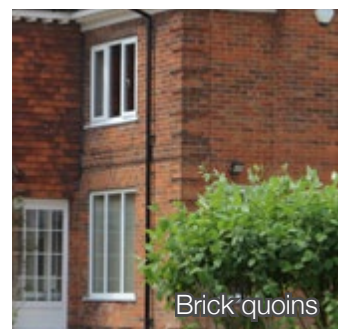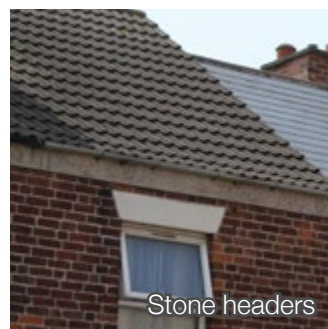
A narrow range of plots and buildings characterise the area, with buildings of similar types tending to be clustered within the street, giving each street a very regular rhythm to the street edge. More terracing is evident towards the village core, with semi-detached dwellings found more on the approaches, especially from the east. In this way, the distribution of plots and buildings supports the overall structure of the village. **New development should use this spatial distribution to reinforce the hierarchy of the area, and help in wayfinding.**

Building materials are drawn from a narrow pallet, mainly red brick, concrete interlocking roof tiles, and some detailing in cast stone or brick coursing. New development should **employ a locally inspired pallet of materials to help support the look the and feel of the area**, and should avoid introducing new approaches as this could weaken the overall character of Stanton Hill.

Fackley

Location

Fackley is a small village located to the west of Teversal and Stanton Hill, and sits on the intersection of the main routes between Stanton Hill and Tibshelf.
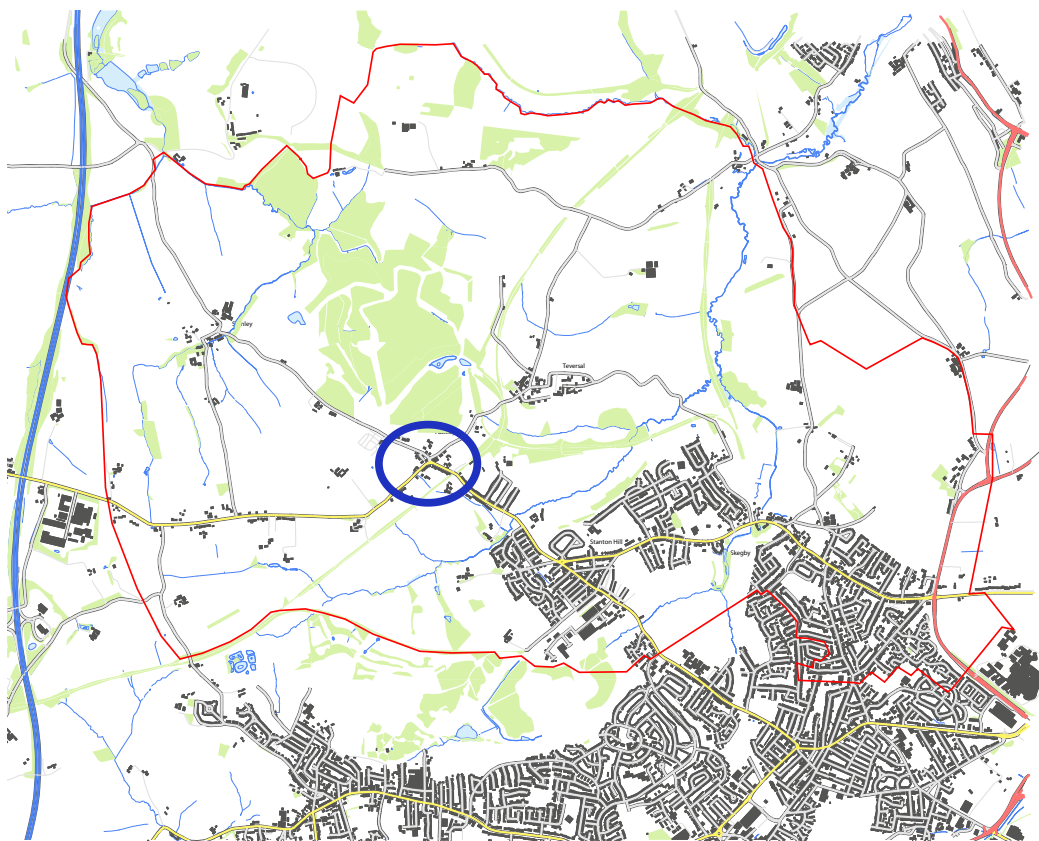
Left: The location of Fackley in the Plan area.

Settlement pattern

Fackley is formed around the crossroads between Silverhill Lane to the north, Pleasley Road to the east, Fackley Road to the sounth and Tibshelf Road heading west. The development forms loose ribbons along these street edges, and appears loosely nucleated around the main intersection of routes. Backland development is uncommon, and most buildings have a very direct, positive relationship with the street rather than being set wthin their own yards. There is more fragmentation to the north, where the simple relationship shown in the south gives way to a looser grain of townscape.
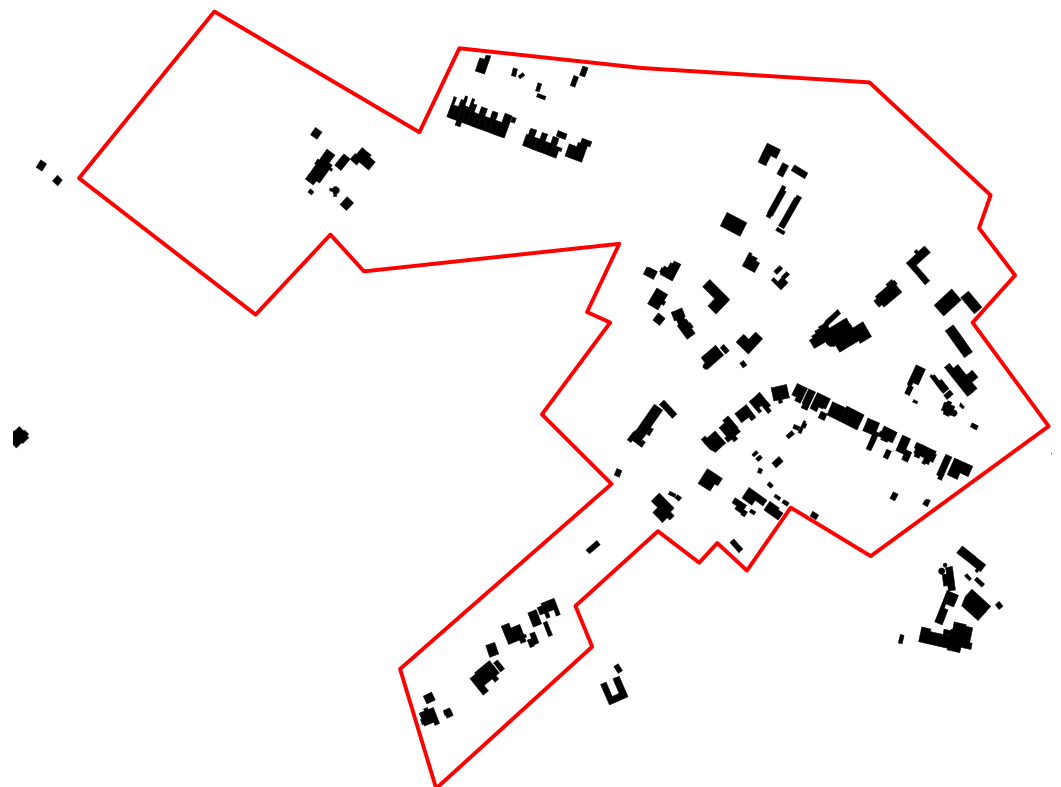
Right: A 'figure ground' of Fackley, with buildings coloured black. Note how 'shallow' development remains to the main streets, with very little happeneing in the backland areas.

Streets and spaces

The four main streets that form Fackley - Silverhill Lane, Pleasley Road, Fackley Road, and Tibshelf Road -have quite different characters that help to make Fackley a transition point from the more urbanised areas to the south into the open countryside and hamlets to the north. Fackley Road is a wide street with footpaths to both sides, street lighting and markings, continuing the feel of the main routes running from the south and helping to idenfiy this and Tibshelf Road as major routes within the area. Silver Hill quickly establishes a more rural feel, with hedges and verges to one side, no road markings and the appearence of a more minor route. Similarly, Pleasley Road has a green edge to one side, and although it retains centre line markings, it too has the appearence of a more rural lane.

The Park is shared-surface street, uncharacteristic of the area and one of the few examples locally of block paving for the street surface. The main space in the village is the crossroads at the centre, with Carnarvorn Public House overlooking the space. Some verging and trees are visible here, and this again helps to mark the transition from the urban to the rural.

Key:

	Buildings
	Sight lines
	Street widths
	Plots

Left: Example dimensions for informing new plots, streets and spaces in Teversal.
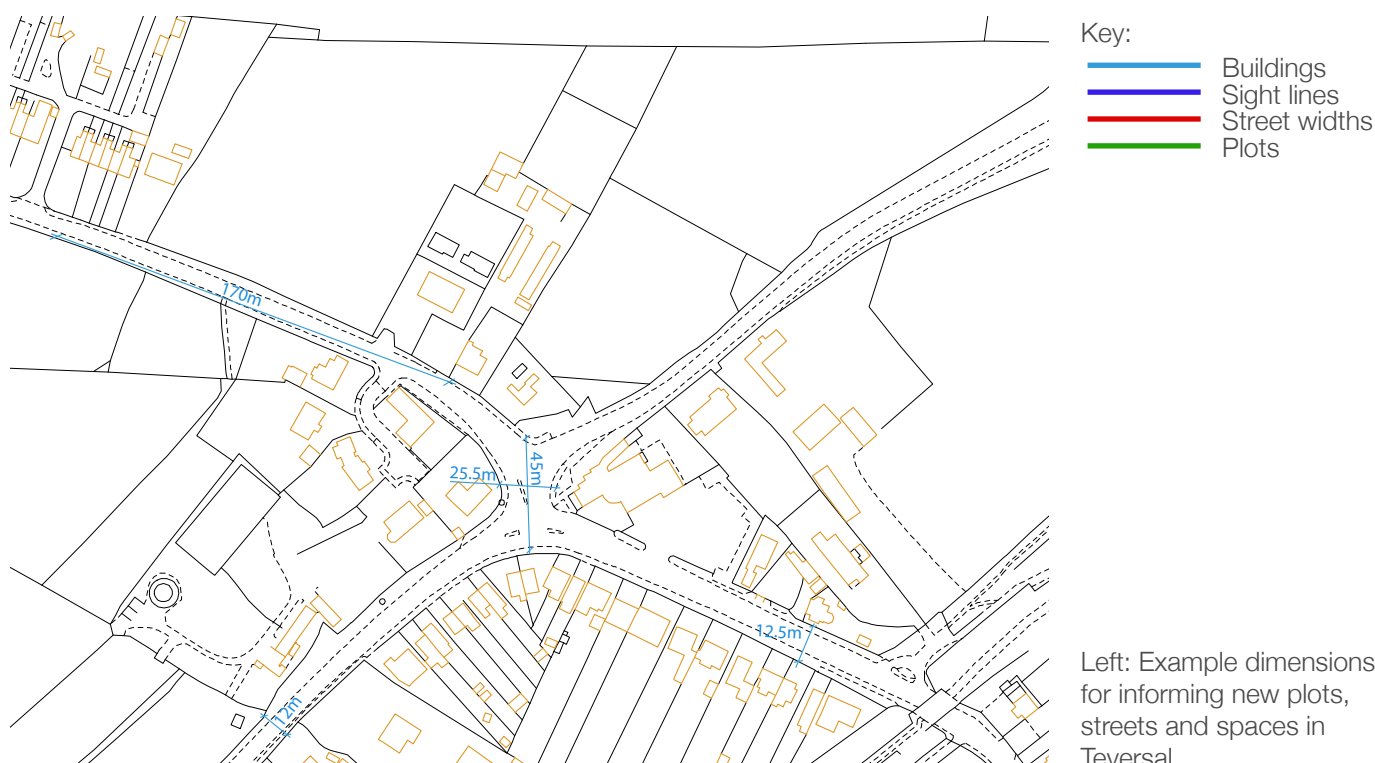
Left: Silverhill Lane as you approach the main junction.

Right: Further up Silverhill Lane, a more rural look and feel emerges.

Left: Pleasley Road takes on a rural feel as you head away from Fackley.

Right: The wide and open junction in the centre of Fackley.

Left: Long views along the Fackley Road heading south.
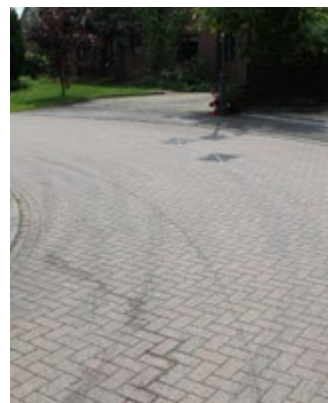
Right: The Park is a shared surface in block paving, uncommon in the area.

Boundaries and landscaping

Fackley has boundaries that are generally green, often a formally clipped mono-culture hedge or low wall with greenery behind. This helps to give the area a more rural feel than the harder, more urban environment in Stanton Hill and help manage the transition from more intensley developed areas to the countryside beyond.

All boundaries to the main streets have some kind of verticle delineation, with only the boundaries in The Park being open fronted. For the main streets, some of the boundary walls are in stone, others red brick.
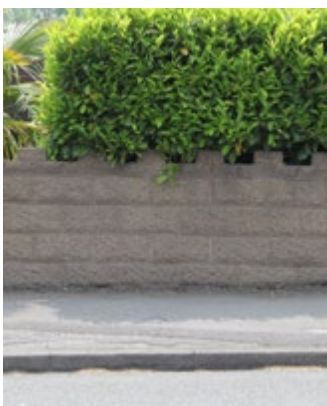
Left: Low walls with greenery visible behind.

Right: Formally clipped mono-culture hedge.

Left: Hedges, with some fences and gates.

Right: Box hedges help to give a more rural feel to the street edge.

Plots

The plot range and distribution in Fackley shows a distinctive pattern; more regular, rectilinear burgage plots to the south, a more fragmented, irregular pattern to the north. Plot types tend to be clustered, with the narrower fronted plots forming a repetitive townscape where they occur, and the wider types allowing for some variation at the street level.

Left: Larger plots to the north of the village.

Right: Wide frontages, with a high degree of setback.

Left: Clustering of narrower burgage plots.

Right: A medium-width plot with a good degree of setback.

Buildings

The buildings in Fackley are varied, but tend to be relatively modern in terms of style, materials and detailing. Houses are predominantly semi-detached, with larger detached dwellings on the rural approaches to the village.

Red brick and render are the main materials, with some bay windows and hip roofs adding detail. Front-projecting gables on hip-and-valley roofs are also a key feature in the village, and these not found commonly elsewhere in the Plan area.

Left: Plain buildings with hip and valley roofs.

Right: Red brick detatched dwelling, with a wide plot and coloured window frames.

Left: Bay windows, hip roofs and front-projecting gables.

Right: Render is commonplace, here with sash windows.

Materials and detailing

There is a fairly wide range of materials in Fackley, with serveral types of brick present, a fair degree of render apparent in places. Slate features on many of the roofs, which is not common in the wider area, and interlocking concrete and pantiles are also commonplace. Some tile hanging to building fronts occurs, and these tend to be in red clay.

Walls:

Render

Red brick

Mixed brick

Roofs:

Red clay pantiled

Grey natural slate

Interlocking concrete

Details:

Hip and valley roof

Front-projecting gable

Bay windows

Fackley:
Key findings and recommendations

Through its form and detailing, Fackley manages the transition from the urbanised areas to the south through to the countryside to the north. Its structure is essentially nucleated, with ribbons of development lining the main streets. The form of the settlement is therefore highly informed by the movement system, and although backland development has occurred in some places, most of the development sits on the main street network. **New development should seek to address the main streets positively,** rather than forming backland yards that have no relationship with the rest of the village.

Boundaries are generally green, with monoculture hedges formally clipped, sometimes with low walls below. This softens the look and feel of the village, and helps in managing the transition into the countryside. **New development should use a vertical boundary delineation, and this should have a green element to it.**

There are essentially two groups of plot types; narrow plots, with burgage-type dimensions and a narrow range of widths and wide, square plots that present long edges to the street. These tend to be clustered, with most of the narrow plots found along the Fackley Road and the larger plots more concentrated to the north as you move towards open countryside. **New development should cluster plot types and use them in a way that reinforces the transition from urban to rural.**

Most of the buildings in Fackley are relatively new, and have simple detailing but a relatively wide range of materials that add interest to the townscape. Several elements are commonplace, such as front-projecting gables on hip and valley roofs, and bay windows. New development should **draw from these local examples** and include references to the existing townscape so that it can **reinforce local distinctiveness.**
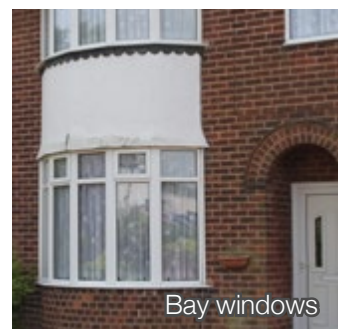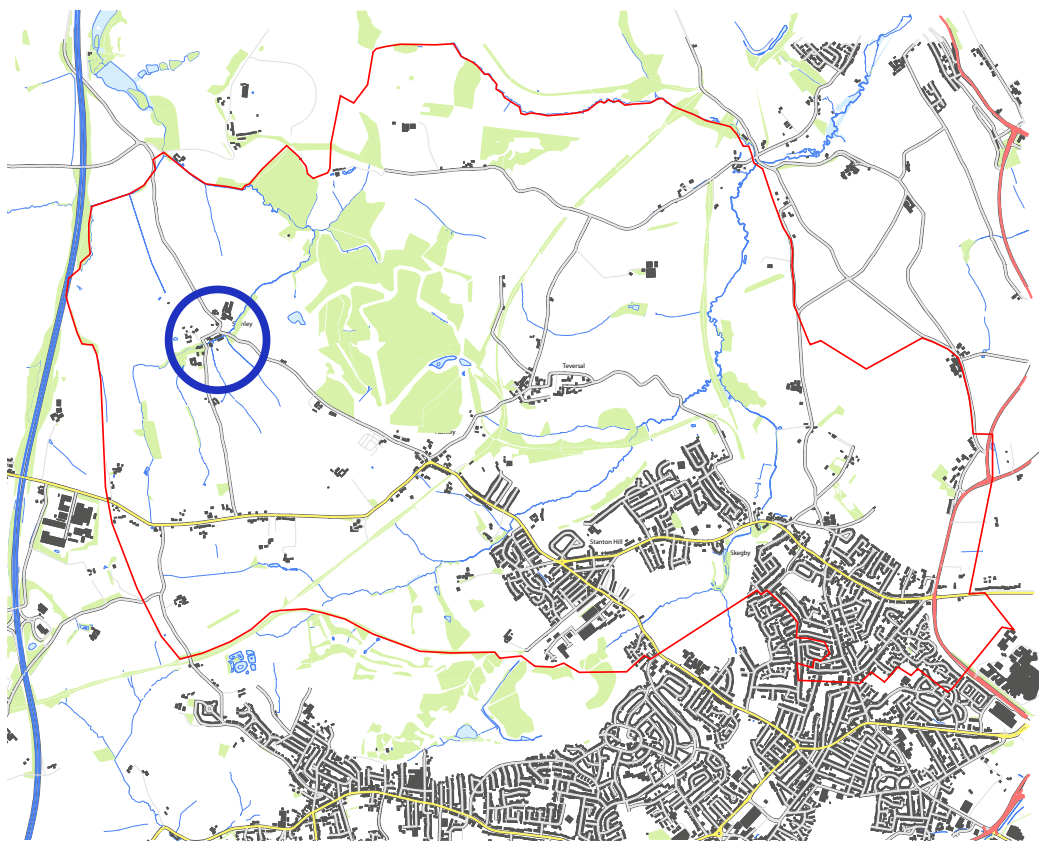
Stanley

Location

Stanley is a small hamlet located to the north west of the Plan area, made up of small lanes between farm buildings in a green setting. It is some way outside of the urbanised southern area and sits within open countryside.

Left: The location of Stanley in the Plan area.

Settlement pattern

Stanley is a dispersed settlement, with most of the buildings sitting away from the main lines of movement within their own private yards, reflecting on their agricultural origins. The hamlet is clustered around the junction between Shepherds Lane and Silverhill Lane, with short access lanes leading onto plots and farmland spaces. This arrangement sets it apart from other settlements in the area and gives it its own character.
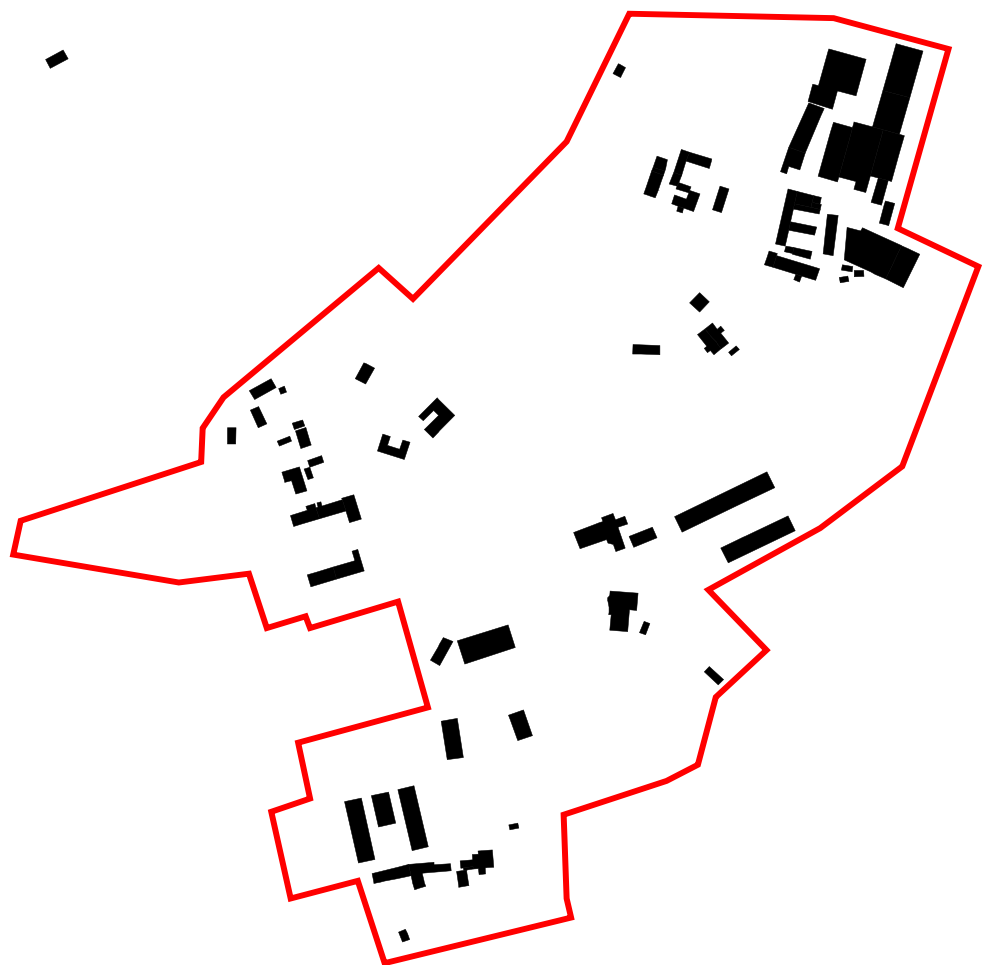
Right: A 'figure ground' of Stanley, with buildings coloured black. Note the dispersed pattern and informality.

Streets and spaces
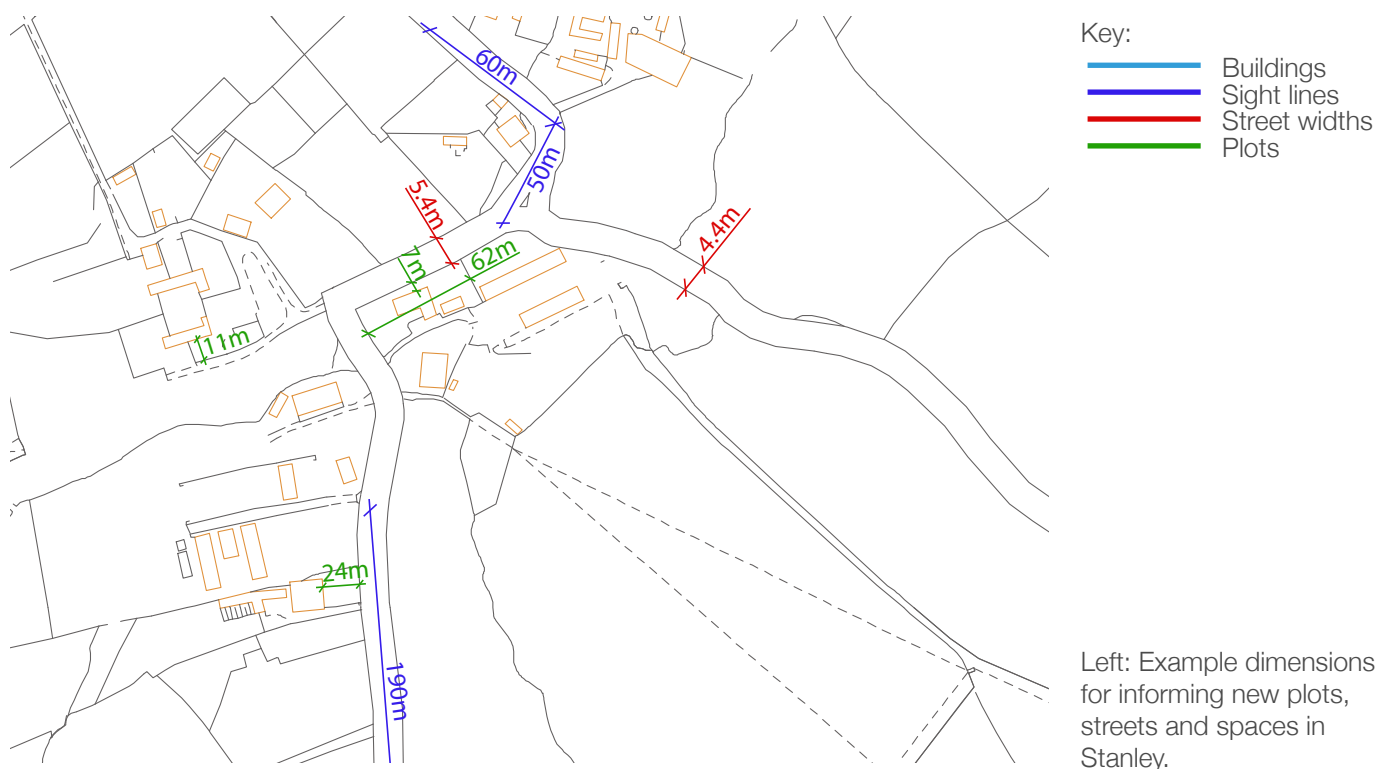
Stanley is characterised by its narrow, rural lanes that have no footpaths or street lighting. Shepherds Lane has mown verges to the street edge, has short sight lines and winds along the topography of the area, creating some dips and curves as you move along it.

The impression when in the street space is that of enclosure, despite the high degree of setback for the buildings. This is due to the hedge rows that line this space, which feature large trees and high greenery that closes down the space and makes for only glimpses of nearby hills and fields.

Key:

———	Buildings
———	Sight lines
———	Street widths
———	Plots

Left: Example dimensions for informing new plots, streets and spaces in Stanley.
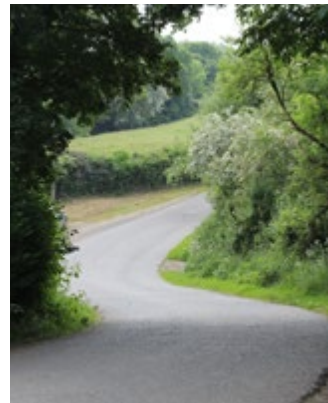
Left: High levels of
enclosure due to edge
planting.

Right: Tight corners and
short sightlines.

Left: Limited scope for
wider views due to dense
tree planting.

Right: Most verges are soft
and green, making this area
of hard standing unusual.

Left: The street sits atop the
local ridge.

Right: Long driveways give
access to deep plots.

Boundaries and landscaping

The range of boundaries in Stanley is very narrow; almost all boundaries are some form of rural hedge or hedgerow, with some three-bar paddock fencing also visible. This boundary tends to be close to the edge of the carriageway, giving a real sense of enclosure and intimacy to lanes that run through the village. A hard boundary has been introduced to the west of Shepherd Lane, although this is uncharacteristic of the rural approach in the rest of the settlement.

Left: A medium wall, uncommon in Stanley.

Right: Hedges and paddock fencing give a rural feel.

Left: Clipped hedges close to the back edge of the street.

Right: Private gardens add visually accessible green space to the village.

Plots

Plots within a dispersed settlement can be difficult to 'read' from the street, as their dimensions are often concealed from view due to the way they sit on the street edge. The plots in Stanley tend to be large, and are often visually divided by internal landscaping, hiding their size. No narrow or regularly shaped plots are present, and each plot has its own relationship with the street, the adjacent field boundaries and the local topography. Most plots present some garden space to the street, and this is a key character-forming feature of the settlement.

Left: Garden space abutting the street edge and driveways.

Right: High setback with working space to the front.

Left: Private gardens offer green spaces visible from the street.

Right: Large front gardens are commonplace.

Buildings

At the building level, there is a high degree of variety between individual buildings, but all of the buildings in Stanley are similar in that they are either detached or in small clusters, are set to the centre or rear of their plots and that they generally have small outbuildings associated with them. Unifying features are the hip and valley roofs, simple pallet of materials and relatively wide building faces. In this way, they are typical of buildings associated with agricultural uses and are generally arranged around yards and other hard standing spaces.

Left: Detached housing with outbuildings.

Right: Complex roofs and plan forms typify dwellings.

Left: Stone and concrete rooftiles featured in places.

Right: Dwellings tend to nestle into the topography.

Materials and detailing

There is a narrow range of materials in Stanley, with mixed brick and red pantile being most common and these red roofs visible from long distances. Many of the buildings have brick coursing detailing, with quoins and headers adding detailing at the detailed level. Some render is also used, but infrequently. Stone is also present, but in limited quantities.

Walls:

Render

Brown brick

Red brick

Roofs:

Red clay pantiled

Grey natural slate

Details:

Brick quoin windows

Hip and valley roof
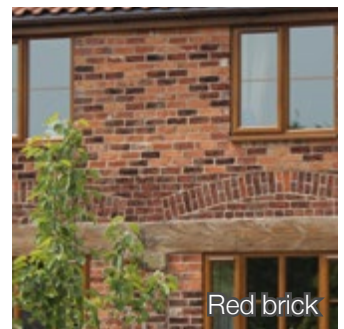
Stone returns

Stanley:
Key findings and recommendations

Stanley is a varied and complex place when first visited, but commonalities emerge through analysis that are useful when thinking about how new development could respond to the locality.

The dispersed pattern of this settlement is a key characteristic, and makes this place distinct within the wider settling. New development should continue this **dispersed and fragmented approach**, avoiding the temptation to introduce regular plots and arrangements and instead **reflecting the agricultural history of the place.**

Streets are rural lanes, highly vegetated and enclosed by tall trees. They are narrow and green, and have short sight lines when compared to the wider area, reflecting their very low key local role. New development should keep to this look and feel, **avoiding overly wide or engineered routes** and should **make provision for strong green boundaries.**

Plots tend to be large, with buildings set away from the street and with large gardens placed so that they act as visually accessible green spaces when viewed from the public realm. New development should **use large, irregular plots** both to maintain the current settlement pattern and to ensure that the **dispersal of buildings around the settlement maintains the local character.**

Buildings tend to be large, detached and have complex plan forms. This leads to details such as hip and valley roofs, and wide building fronts. Main buildings tend to be augmented with ancillary structures in the grounds, often with entrances arranged around courtyards. Materials tend to be stone, some render and the occasional brick, with pantile, concrete or slate roofs. **New development should follow the local building style so that the area continues to reflect its agricultural heritage.** A narrow range of materials and detailing give an otherwise disparate settlement cohesion, and new development should ensure that it **uses locally inspired detailing** to add to this **sense of identity at the building level.**

5
Stanton Hill
High Street

The existing High Street

The small retail centre in Stanton Hill runs between the junction of Stoneyford Road / Longden Terrace / Brand Lane to the south, and the roundabout with Fackley Road to the north. It is currently in need of regeneration, with many of the stores boarded up and those that still operate on the street running limited opening times. The range of services is narrow, and the social offer is limited with a few hot food takeaways, and only a single restaurant.

Traffic volumes are reasonably high, and the narrowness of the space makes passing traffic a potential impediment to socialising within the street space. Narrow pavements limit the opportunities for sitting out, and the southern edge of the street is largely made up of blank walls or properties that do not interact well with the street.

Left: Stanton Hill High Street with streets connecting on to it from the residential area beyond.

Left: Dead frontages to the street on the old Co-op store.

Right: Some public realm upgraded, but footpaths are narrow.

Right: High traffic volumes and speeds can make the space feel unpleasant for pedestrians.

Left: A single-sided retail street with stores enjoying a southerly aspect.

Left: Some store fronts in good repair.

Right: Most buildings and signage in need of attention and restoration.

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Opportunities for improvement

Although the High Street in Stanton Hill is currently under-performing, there are several options for improvement. These range from minor interventions that could be undertaken very quickly, through to comprehensive redevelopment schemes that would take time and funding to implement. Below is an appraisal of the issues and opportunities facing the High Street:

Strengths	Weaknesses
• Excellent local and area wide connectivity. • Southerly aspect to the main retail side of the street. • Bus services to the area.	• Underinvestment in the buildings that line the street. • Single-sided. • Narrow space and footways. • High traffic volumes and speeds.
Opportunities	Threats
• Widen pavements and narrow the traffic lanes. • Provide more parking for stops at the shops. • Improve the public realm and signage to stores.	• Funding for area-wide initiatives is hard to come by. • Store owners may not wish to collaborate. • People may seek to use other retail centres due to poor image.

Incremental change

At typical high street, showing signs of decay.

(Source: Mayor for London's strategy for better high streets.)

Stage 1: tidy up signs and litter.

Stage 2: locate street clutter and remove it.

Stage 3: relocate and merge signs and other functions.

Stage 4: rethink crossing and traffic management.

Stage 5: Remake the street entirely. For Stanton Hill, this could include narrowing the carriage way, possibly making it one-way. Parking should be allowed on the street in staggered bays. A line of trees would help break up the space. A public realm that encourages socialising and makes crossing easier would go a long way to improving the experience of using the High Street.

Managing movement

A big impediment to making meaningful change to the High Street in Stanton Hill is the width of the current street; the hard building line, narrow footway and carriageway and the need for this street to carry buses mean that a radical rethink of the current movement system may be needed so that space can be made for improvements.

One way of finding space along the street would be to make it one-way. There are disadvantages to this; traffic speeds can increase if not carefully managed, and it would require other local streets to carry more of the through traffic than they currently do.

It would, however, allow for a rethink of how the space within this corridor is allocated; wider pavements, staggered parking bays with build-outs for tree planting, and a pedestrian-priority set of crossings could all help moderate traffic speeds whilst making this space more appealing for users. Incidental on-street parking would help passing traffic pop into shops too, supporting the retail activities by allowing them to capitalise on the connectivity advantages the area enjoys. Below is an example of how a one-way system might work:
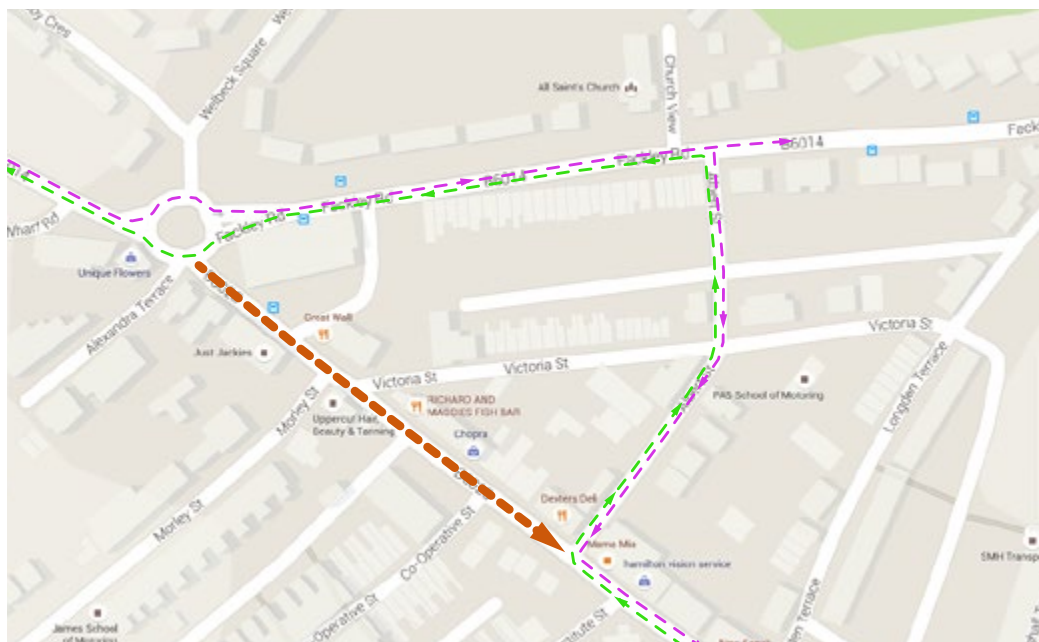
Below: Images from Poyton, Cheshire, where public realm improvements were used to great effect in regenerating a flagging high street.

Left: A one-way section of the High Street, with traffic from the south on Stoneyford Road using New Road and then Fackley Road.

Stanton Hill High Street:
Conclusions and recommendations

Many historic high streets around the country are struggling, with shifts in shopping habits driving significant change in the role of the high street going forward. For high streets to adapt they need to set up environments where people want to be - to browse, to socialise, to sit out and enjoy the bustle of a well used space - and this takes space and investment in public realm.

Stanton Hill High Street is currently under-performing and is in need of regeneration. There are 'quick wins' that would help set the tone for a more comprehensive program of change into the future. It is recommended that a full regeneration strategy is developed to carry through a thorough redevelopment of the High Street, and that this:

- Starts by consulting businesses and residents, to better understand the aspirations of the users of this space and to identify issues and opportunities more thoroughly;
- Develops a series of 'quick wins' that would improve the image of the High Street for minimal expenditure, which could include a tidying up and cosmetic make-over of the poorest buildings and spaces;
- Looks to secure funding through a grant or loan for a rethink of shop signs, public realm and tree planting, possibly including trailing a one-way system with on-street parking;
- Remakes the street, with a comprehensive public realm improvement strategy that makes the most of the space, with sitting out, on-street parking, tree planting and better traffic management.

5 Appendices

Appendix 1: Manual for Streets

Manual for Streets (MfS) replaces Design Bulletin 32, first published in 1977, and its companion guide Places, Streets and Movement.

It puts well-designed residential streets at the heart of sustainable communities. For too long the focus has been on the movement function of residential streets. The result has often been places that are dominated by motor vehicles to the extent that they fail to make a positive contribution to the quality of life.

MfS demonstrates the benefits that flow from good design and assigns a higher priority to pedestrians and cyclists, setting out an approach to residential streets that recognises their role in creating places that work for all members of the community. MfS refocuses on the place function of residential streets, giving clear guidance on how to achieve well-designed streets and spaces that serve the community in a range of ways.

MfS updates the link between planning policy and residential street design. It challenges some established working practices and standards that are failing to produce good-quality outcomes, and asks professionals to think differently about their role in creating successful neighbourhoods.

It places particular emphasis on the importance of collaborative working and coordinated decision-making, as well as on the value of strong leadership and a clear vision of design quality at the local level.

Research carried out in the preparation of Manual for Streets indicated that many of the criteria routinely applied in street design are
based on questionable or outdated practice.

For example, it showed that, when long forward visibility is provided and generous carriageway width is specified, driving speeds tend to increase. This demonstrates that driver behaviour is not fixed; rather, it can be influenced by the environment.

MfS addresses these points, recommending revised key geometric design criteria to allow streets to be designed as places in their own right while while still ensuring that road safety is maintained.

Manual for
Streets, TFL
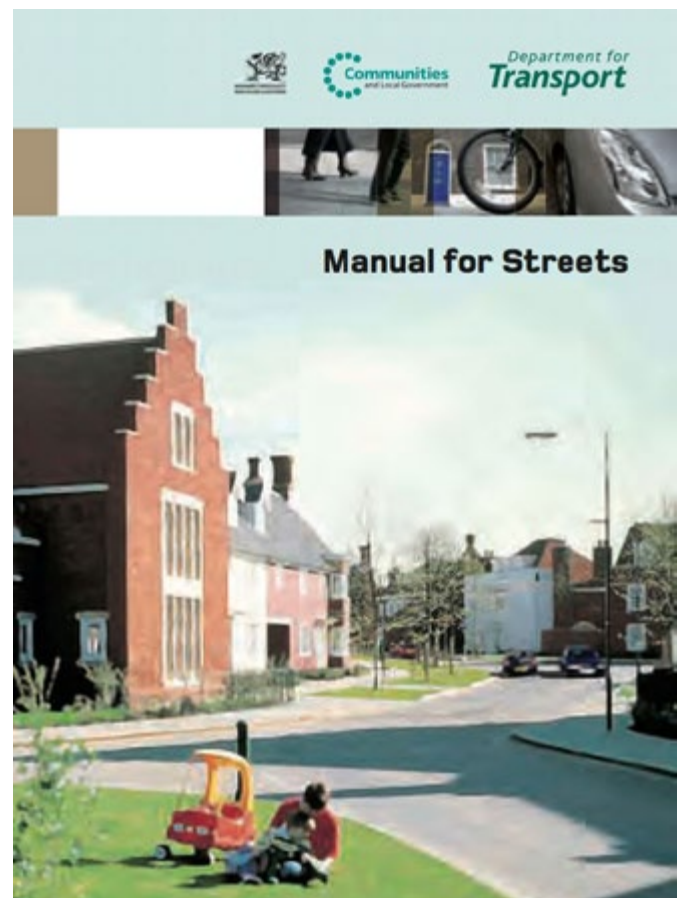
Appendix 2: Building for Life 12

Building for Life 12 is the industry standard, endorsed by government for well-designed homes and neighbourhoods that local communities, local authorities and developers are encouraged to use to help stimulate conversations about creating good places to live.

The 12 questions reflect our vision of what new housing developments should be: attractive, functional and sustainable places. Redesigned in 2012, BfL12 is based on the National Planning Policy Framework and the government's commitment to not only build more homes, but better homes - whilst also encouraging local communities to participate in the place making process.

The questions are designed to help structure discussions between local communities, local planning authorities, developers and other stakeholders.

BfL12 is also designed to help local planning authorities assess the quality of proposed and completed developments; it can be used for site-specific briefs and can also help to structure design codes and local design policies.

BfL12 comprises of 12 easy to understand questions that are designed to be used as a way of structuring discussions about a proposed development. There are four questions in each of the three chapters:

• Integrating into the neighbourhood
• Creating a place
• Street and home

Based on a simple 'traffic light' system (red, amber and green) we recommend that proposed new developments aim to:

• Secure as many 'greens as possible,
• Minimise the number of 'ambers' and;
• Avoid 'reds'.

The more 'greens' that are achieved, the better a development will be. A red light gives warning that a particular aspect of a proposed development needs to be reconsidered.

Building for
Life 12, the BfL
Partnership
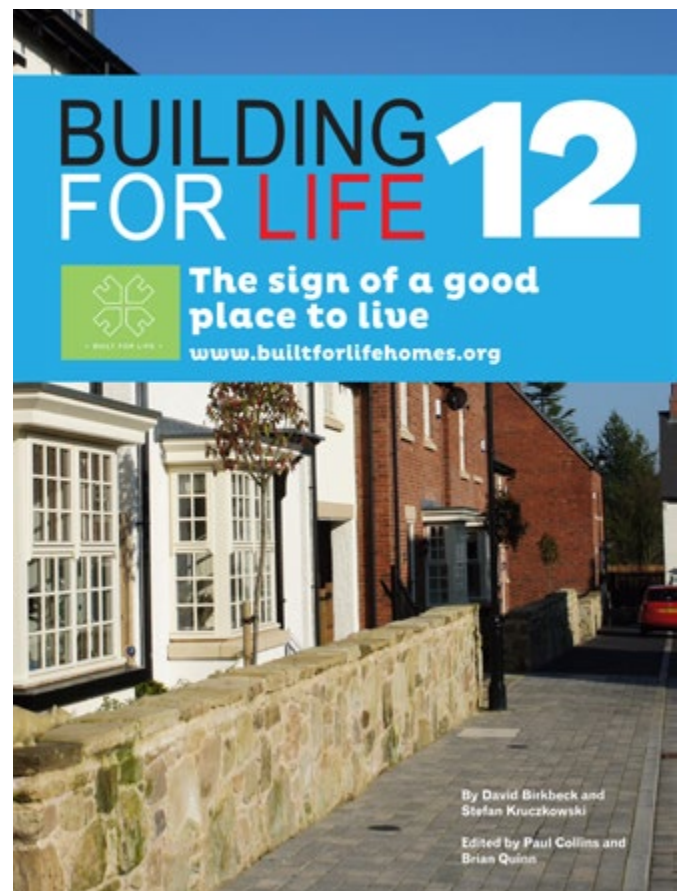
Appendix 3: Glossary of terms

Shortened extracts from By Design (ODPM/CABE, 2000) and The Dictionary of Urbanism (Streetwise Press, 2003)

accessibility The ease with which a building, place or facility can be reached by people and/or goods and services. Accessibility can be shown on a plan or described in terms of pedestrian and vehicle movements, walking distance from public transport, travel time or population distribution.

adaptability The capacity of a building or space to respond to changing social, technological, economic and market conditions.

amenity Something that contributes to an area's environmental, social, economic or cultural needs. The term's meaning is a matter for the exercise of planners' discretion, rather than being defined in law.

appearance Combination of the aspects of a place or building that determine the visual impression it makes.

area appraisal An assessment of an area's land uses, built and natural environment, and social and physical characteristics.

authenticity The quality of a place where things are what they seem: where buildings that look old are old, and where the social and cultural values that the place seems to reflect did actually shape it.

background building A building that is not a distinctive landmark.

backland development The development of sites at the back of existing development, such as back gardens.
barrier An obstacle to movement.

best value The process through which local authorities work for continuous improvement in the services they provide. Local authorities are required to challenge why a particular service is needed; compare performance across a range of indicators; consult on the setting of new performance targets; and show that services have been procured through a competitive process. Councils are subject to independent best value audits by the Best Value Inspectorate, an offshoot of the Audit Commission.
block The area bounded by a set of streets and undivided by any other significant streets.

block The space in between the streets, usually used for development but can also be used for parkland and open space. The shape can be regular (square) or rectilinear (longer and shorter sides).

brief This guide refers to site-specific briefs as development briefs. Site-specific briefs are also called a variety of other names, including design briefs, planning briefs and development frameworks.

building element A feature (such as a door, window or cornice) that contributes to the overall design of a building.

building line The line formed by the frontages of buildings along a street. The building line can be shown on a plan or section.

building shoulder height The top of a building's main facade.

built environment The entire ensemble of buildings, neighbourhoods and cities with their infrastructure.
built form Buildings and structures.

bulk The combined effect of the arrangement, volume and shape of a building or group of buildings. Also called massing.

character appraisal Techniques (particularly as developed by English Heritage) for assessing the qualities of conservation areas.

character area An area with a distinct character, identified as such so that it can be protected or enhanced by planning policy. The degree of protection is less strong than in a conservation area.

character assessment An area appraisal emphasising historical and cultural associations.

conservation area character appraisal A published document defining the special architectural or historic interest that warranted the area being designated.
conservation area One designated by a local authority under the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990 as possessing special architectural or historical interest. The council will seek to preserve or enhance the character and appearance of such areas.

context (or site and area) appraisal A detailed analysis of the features of a site or area (including land uses, built and natural environment, and social and physical characteristics) which serves as the basis for an urban design framework, development brief, design guide, or other policy or guidance.

context The setting of a site or area.

countryside design summary A descriptive analysis explaining the essential design relationship between the landscape, settlement patterns and buildings. From this analysis the document draws principles that can be applied to development in the area and sets out the implications of the choices open to designers. As supplementary planning guidance prepared by a local authority, the summary can encourage a more regionally and locally based approach to design and planning. It can also provide the context for individual communities to prepare village design statements.

defensible space Public and semi-public space that is 'defensible' in the sense that it is surveyed, demarcated or maintained by somebody. Derived form Oscar Newman's 1973 study of the same name, and an important concept in securing public safety in urban areas, defensible space is also dependent upon the existence of escape routes and the level of anonymity which can be anticipated by the users of space.

density The mass or floorspace of a building or buildings in relation to an area of land. Density can be expressed in terms of plot ratio (for commercial development); homes or habitable rooms per hectare (for residential development); site coverage plus the number of floors or a maximum building height; space standards; or a combination of these.

design code A document (usually with detailed drawings or diagrams) setting out with some precision the design and planning principles that will apply to development in a particular place.

design guidance A generic term for documents providing guidance on how development can be carried out in accordance with the planning and design policies of a local authority or other organisation.

design guide Design guidance on a specific topic such as shopfronts or house extensions, or relating to all kinds of development in a specific area.

design policy Relates to the form and appearance of development, rather than the land use.

design principle An expression of one of the basic design ideas at the heart of an urban design framework, design guide, development brief or design code. Each such planning tool should have its own set of design principles.

design statement A developer can make a pre-application design statement to explain the design principles on which a development proposal in progress is based. It enables the local authority to give an initial response to the main issues raised by the proposal. An applicant for planning permission can submit a planning application design statement with the application, setting out the design principles adopted in relation to the site and its wider context. Government advice (Planning Policy Guidance Note 1) encourages an applicant for planning permission to submit such a written statement to the local authority.

design-led development (or regeneration) Development whose form is largely shaped by strong design ideas.

desire line An imaginary line linking facilities or places which people would find it convenient to travel between easily.

development appraisal A structured assessment of the characteristics of a site and an explanation of how they have been taken into account in drawing up development principles.

development brief A document providing guidance on how a specific site of significant size or sensitivity should be developed in line with the relevant planning and design policies. It will usually contain some indicative, but flexible, vision of future development form. A development brief usually covers a site most of which is likely to be developed in the near future. The terms 'planning brief' and 'design brief' are also sometimes used. These came into use at a time when government policy was that planning and design should be kept separate in design guidance. The term 'development brief' avoids that unworkable distinction.

development control The process through which a local authority determines whether (and with what conditions) a proposal for development should be granted planning permission.

development plan Prepared by a local authority to describe the intended use of land in an area and provide a basis for considering planning applications. Every area is covered either by a unitary development plan or by a development plan comprising more than one document (a structure plan and a local plan, and sometimes also other plans relating to minerals and waste). The development plan sets out the policies and proposals against which planning applications will be assessed. Its context is set by national and regional planning policy guidance.

development Statutorily defined under the Town and Country Planning Act 1990 as 'the carrying out of building, engineering, mining or other operation in, on, over or under land, or the making of any material change in the use of any building or other land'. Most forms of development require planning permission.

eyes on the street People whose presence in adjacent buildings or on the street make it feel safer.

facade The principal face of a building.

fenestration The arrangement of windows on a facade.
figure/ground (or figure and ground diagram) A plan showing the relationship between built form and publicly accessible space (including streets and the interiors of public buildings such as churches) by presenting the former in black and the latter as a white background, or the other way round.

fine grain The quality of an area's layout of building blocks and plots having small and frequent subdivisions.

form The layout (structure and urban grain), density, scale (height and massing), appearance (materials and details)
and landscape of development.

grid (street pattern) A street system in which streets connect at both ends with other streets to form a grid-like pattern. Grids can be regular or deformed; regular grids have junctions that meet at crossroads, whereas deformed grids have their junctions offset from one another.

in-curtilage parking Parking within a building's site boundary, rather than on a public street or space.

landmark A building or structure that stands out from the background buildings.

landscape The appearance of land, including its shape, form, colours and elements, the way these (including those of streets) components combine in a way that is distinctive to particular localities, the way they are perceived, and an area's cultural and historical associations.

layout The way buildings, routes and open spaces are placed in relation to each other.

legibility The degree to which a place can be easily understood by its users and the clarity of the image it presents to the wider world.

live edge Provided by a building or other feature whose use is directly accessible from the street or space which it faces; the opposite effect to a blank wall.

local distinctiveness The positive features of a place and its communities which contribute to its special character and sense of place.

massing The combined effect of the arrangement, volume and shape of a building or group of buildings. This is also called bulk.

mixed uses A mix of complementary uses within a building, on a site or within a particular area. 'Horizontal' mixed uses are side by side, usually in different buildings. 'Vertical' mixed uses are on different floors of the same building.

movement People and vehicles going to and passing through buildings, places and spaces.

natural surveillance (or supervision) The discouragement to wrong-doing by the presence of passers-by or the ability of people to see out of windows. Also known as passive surveillance (or supervision).

nested hierarchy (layout) A type of layout common from around 1950 that, instead of traditional interconnecting grids of streets, uses a tiered order of streets, each with only one function (commonly distributor road, access road, cul-de-sac).

node A place where activity and routes are concentrated.
performance criterion/criteria A means of assessing the extent to which a development achieves a particular.

'Radburn' (layout) a type of layout developed in America for a scheme in New jersey which used a segregated footpath network to separate cars from pedestrians. Commonly used in the UK in the 1960's, these types of layouts are identifiable by their garage parking to the rear of properties, often maze-like network of footpaths running along back fences and between buildings, and areas of 'left over' space with no obvious use.

urban forward ltd is a multidisciplinary planning, design and urban design consultancy dedicated to quality outcomes for the built environment. We offer a comprehensive range of services designed to deliver the best possible results for any project, from new developments to policy and research. Our team are leaders in the field, with a wealth of practical experience to help you realise the potential of your project. We work with both private and public sector clients as well as with community groups and those in the third sector.

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