Kings Clipstone Design Guide

Produced November 2016 for the Kings Clipstone Neighbourhood Development Plan by urban forward ltd

Kings Clipstone │ Design Guide

Contents

1 About this document

The purpose of this document

This document has been produced to support the design and landscape character policies in the Kings Clipstone Neighbourhood Development Plan.

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

It also provides guidance as to how to manage change in Kings Clipstone, including how the existing townscape and green spaces can inform new development should it come forward. In this context, 'townscape' refers to the built form of the village, and when discussing the urbanised area, it is the extent of the built environment that is being considered.

Whilst new development over the Plan period is not expected to be intensive, there are likely to be proposals for infill and other small-scale development. Poor design on any scale erodes the character and identity of the village, and this guide is intended to provide developers and their design teams with a clear framework within which to make planning applications, be it for a single dwelling or something more extensive.

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 the character of Kings Clipstone is informed by its setting, including the wider landscape and the heritage and history of the area.

Section 4 looks at the village of Kings Clipstone in terms of townscape, with an analysis produced. 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 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 the village of Kings Clipstone and its wider landscape. The area is set within impressive countryside, much of which is accessible to the public due to the extensive network of routes and trails into Sherwood Forest and other country parks. As well as the long views into the village that are a key feature of the area, and the feeling of being 'within' the landscape that helps define the experience of visiting Kings Clipstone, how the village is formed in townscape terms is also a key defining element.

Key:
Parish Boundary

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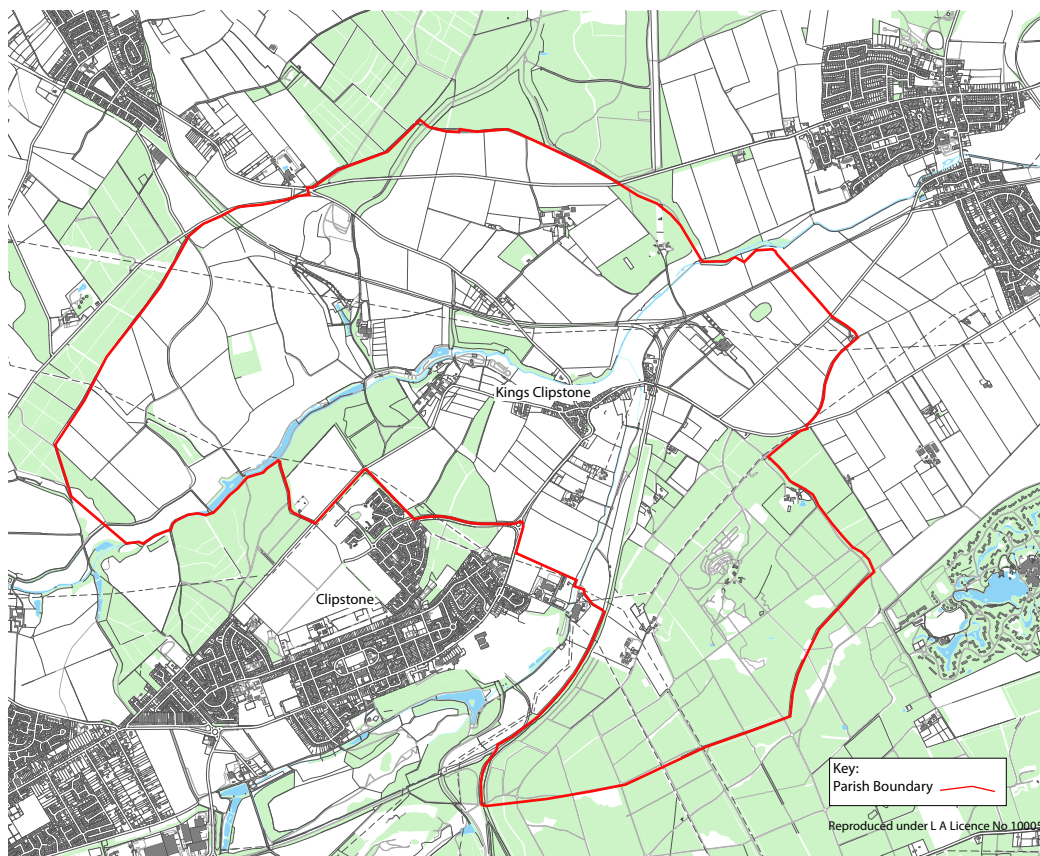
Left: The official designated Plan area.

Right: The Plan area in its wider context.
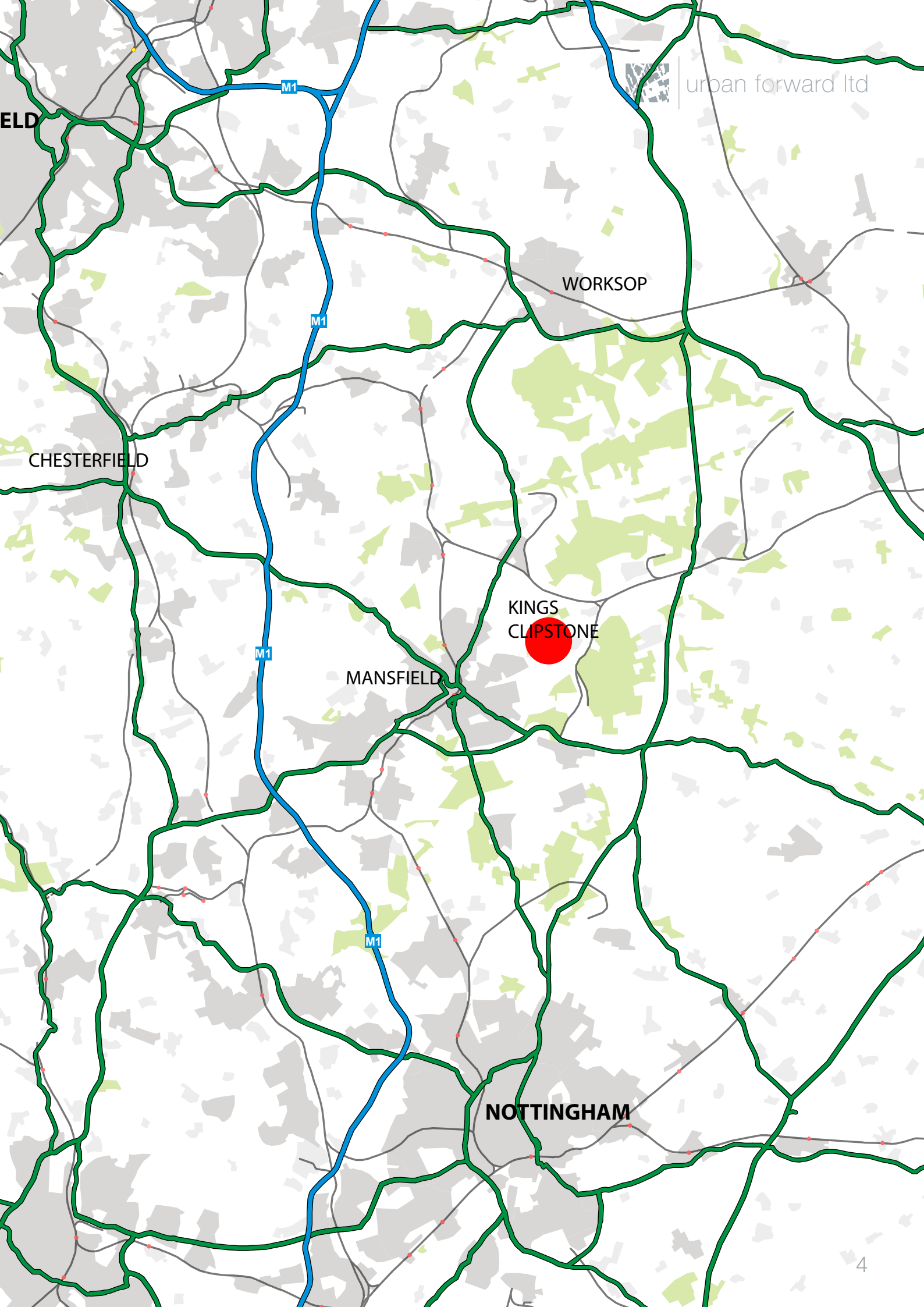
WORKSOP

CHESTERFIELD

KINGS
CLIPSTONE

MANSFIELD

NOTTINGHAM

ELD

4

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. Although this document focuses primarily on landscape in terms of how it informs local distinctiveness, all elements of good design best practice should be considered together.

Design has a role to play in all aspects of how a place functions; it influences the movement economy (the economic activities 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)

Working with the site

> "*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 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)
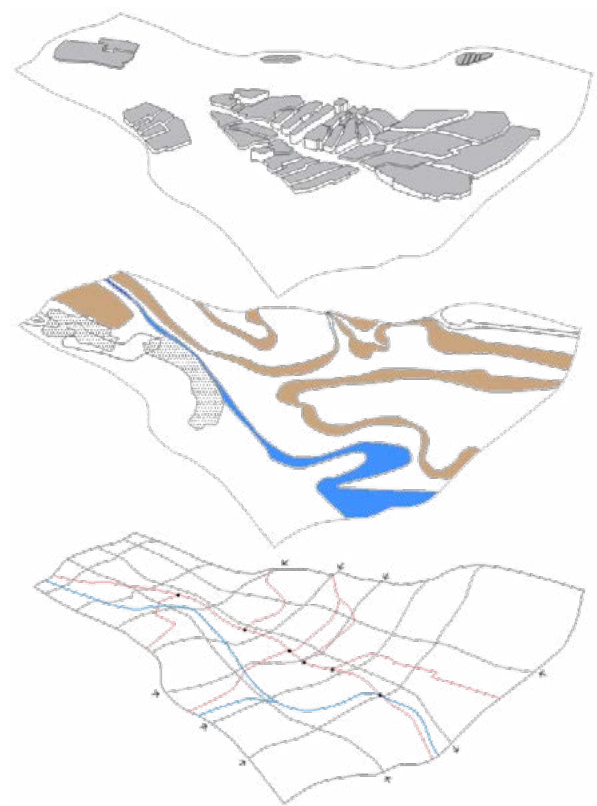
Images:Trees and water being used to generate place character and identity.

> "Development proposals should promote accessibility and safe local routes by making places that connect appropriately with each other and are easy to move through. Attractive and well-connected permeable street networks encourage more people to walk and cycle to local destinations."
>
> Source: *PPG: Design* (2015)

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. This is a particular issue within Kings Clipstone, where many of the streets have no footpaths and are not safe for pedestrian use, thus impacting on walking and cycling.

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**).

For Kings Clipstone, a key issue is walking within the village. Many of the main routes have no footpath and feel unsafe due to the fast traffic.

High permeability

Right: A grid of streets and footpaths 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. For Kings Clipstone, many of the streets do not join up, so good quality footpaths should be added to help movement around the village.

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.

Low permeability

> "*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 some extent, this is an issue facing Kings Clipstone, with little by way of control exercised over new development in terms of referencing the historic character of the village.

Much of the new development in the village bear no relation to the historical settlement pattern of the village. To maintain local distinctiveness and avoid further eroding the linear character of Kings Clipstone, 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.
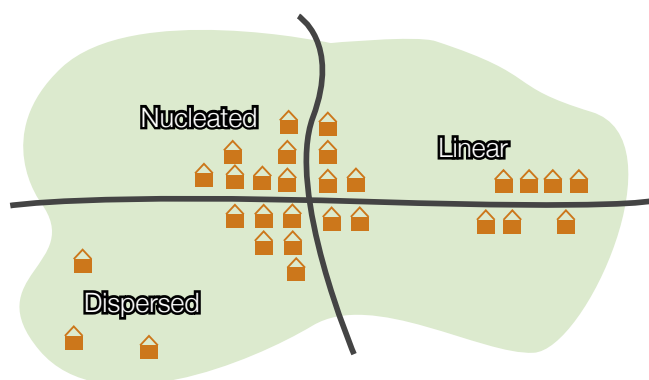
Left: Settlement typologies in terms of how buildings sit in relation to main lines of movement, a key consideration for the character of the settlements in the Kings Clipstone area.
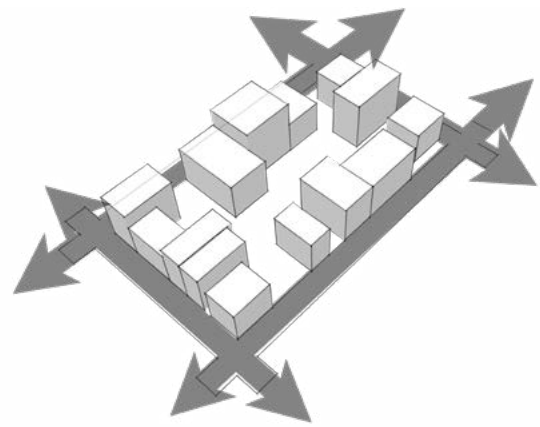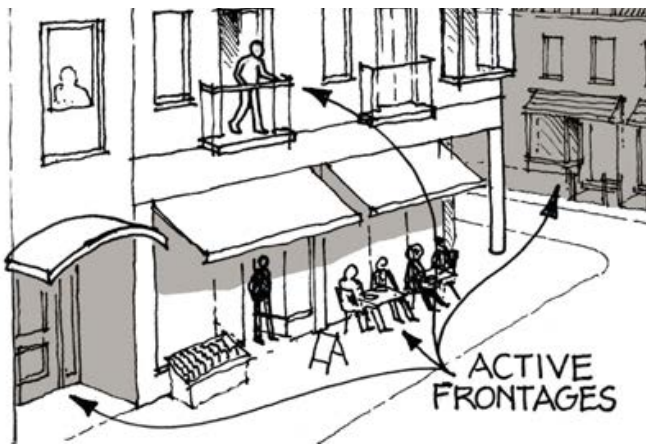
Clockwise top left:

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

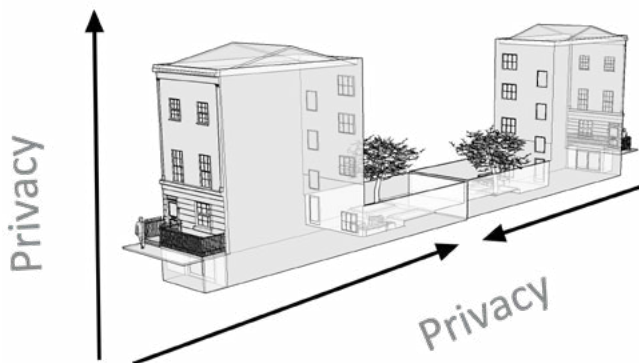Buildings arranged in a perimeter block, with public streets and spaces to the front, and private gardens to the rear.

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

> *The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.*
>
> Source: *National Planning Policy Framework* (2012)

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 elements 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?

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 and 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 arbitrarily introduced at the detailed design stage, rather designers should reference local character.

3 The wider landscape

About this section

Beyond the main settlements 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 erosion of the link between the settlement and the historic landscape, and the subsequent loss of green space and the damage this might do to the identity of what are currently distinct characteristics.

This section examines how Kings Clipstone relates to the wider historic landscape, which acts to provide a valuable amenity for residents, that connects to other green spaces and features in the wider area, and which help preserve Kings Clipstone as a distinct place with its own character within the Plan area. They are regional and national tourist destinations. These green spaces are also 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 areas identified and analysed are:

1. The Maun Valley and ancient water meadows / fishing lakes
2. The field to the north of Squires Lane near to the flood dyke embankment
3. The views from Parliament Oak back towards the village
4. The water meadows and flood dkyes behind the Dog and Duck
5. King Johns Palace

The role of each is set out, and risks to the essential character of these views and spaces is identified so as to suggest ways in which these can be managed over time. Also analysed is the relationship between the built form of the village and the landform of the area. How the village relates to its topography is established and lessons for managing change are set out.

NOTE: Extent of the built up area shown red.

The Maun Valley

The ridge on which Kings Clipstone sits follows the same contour profile as the River Maun, which sits at the base of a shallow valley to the north of the settlement. This is a distinctive feature within the landscape, offering a range of habitats and water bodies, many of which historically would have formed part of the flood dyke system from the early 1800's. The valley is home to a number of high quality industrial artefacts and heritage assets, and as such is of key historic significance to the village.

It's openness and rural feel should be maintained and its setting preserved, including how the village on the ridge above presents its urban edge to this space. Care should be taken to ensure the remaining heritage assets are properly managed.

Right: The Maun Valley as a green corridor, offering landscape amenity, habitat and historic flood dykes to Kings Clipstone.

Left: The character of the Valley, with open fields, water bodies and strong planted backdrops to the dyke and railway embankment.

Water Meadows

Sitting behind the Dog and Duck pub and extending to the south are the water meadows, part of the historic flood dyke system within Kings Clipstone. For the village, this landscape feature breaks the building line along Main Road, representing an important visual link between the roadway and the open countryside.

This area offers an important amenity space for residents, whilst also preserving a vestigial link to the history of the village. It remains relatively intact, with visible panes, channels and shuttles. The flood dyke its self has been backfilled with material from the an adjacent roadway, but some sections remain still visible within the area. Parts of the flood dyke serve as bridelways and footpaths linking the area to the Maun Valley and countryside beyond. New development in this part of the village should be strongly resisted so as to perserve this important space.

Right: The water meadows and flood dyke green wedge, occupying a local ridge and a break in the development line along Main Road.

Left: The water meadows to the rear of the Dog and Duck, with footpaths and views to the Clipstone Winding Tower and wider countryside.

Squires Lane / Flood Dyke

The field to the northern edge of Squires Lane, adjacent to Holbrook Crescent sits on gently sloping ground that falls away to the Maun at the bottom of the valley. As expanded upon in the next section, development to this side of the village tends to be single storey and sits low in the landscape.

This helps to preserve views out onto the countryside beyond. Any development should be restricted to the frontage so as to preserve and enhance the relationship between the linear shape of the village and the underlying topography (see page 27).

Left: The field adjacent to Squires Lane.

🔵 Photos (right) taken from this location.

Right: Looking west along the boundary of the field. Note the green backdrop of the flood dyke and Maun Valley.

Right: Looking along the edge of Holbrook Crescent, which its self is of a form not reflective of the historic linear form of Kings Clipstone.

King Johns Palace

The palace ruins have a dramatic impact on the landscape character on the southern edge of the village. The ruins are a scheduled ancient monument but the character also comes from the open fields that provide the setting of the palace. This value of the open fields to the monument is clear in the Historic England entry where the ruins are listed.

'Three standing walls of 12th century ruin of King John's Palace. Scheduled Monument. Information panel displays information. Recent excavations on the 11.5-acre site have revealed archaeological finds. The remaining walls stand within farmland (now grass) situated in the heart of Sherwood Forest. Recently consolidated the ruin gives little understanding of the palace that stood there. King John's palace adjoins the village of Kings Clipstone, still recognisable with that on the 1630 map. The site overlooks 1500 acres of Royal Hunting Park which was originally fenced high enough to keep the deer in and the locals out. The palace is surrounded by outstanding views, overlooking Sherwood Forest and the park, that justifies a place suitable for a palace. The secrets hidden beneath the site await further research. Royal accounts and estate records give glimpses into this intriguing place.'

The open field extent to the Water Meadows and the contribution to the landscape character of area 5 is inextricably linked to the Water Meadows (see area 4 and accompanying text).

Left: The location of King Johns Palace.

Right: The ruins of King Johns Palace.

Right: Looking from the land surrounding the ruins back towards the Dog and Duck.
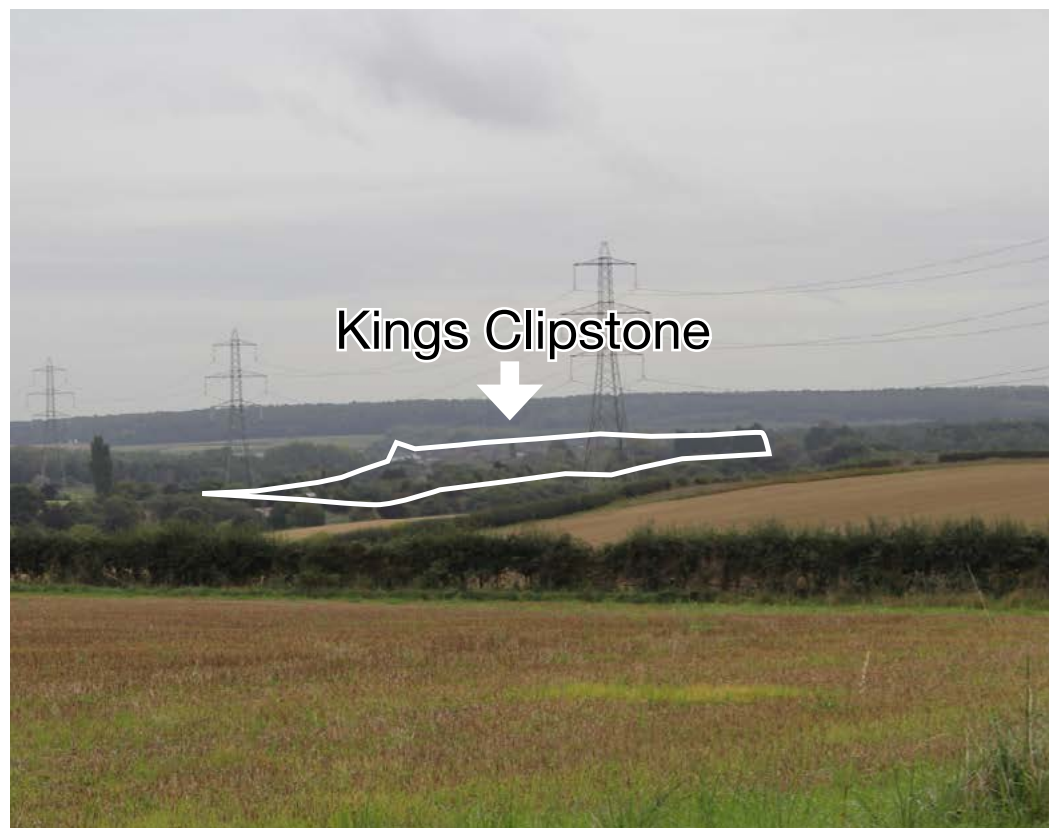
Views from Parliament Oak

Parliament Oak is an important historic asset for the village, referencing the time when the village gained official Royal nomenclature. The bridleways linking the village to Parliament Oak have a rural character that is an important aspect to their use as amenity resources.

Parliament Oak forms part of the setting of the other historic assets in the village, such as Kings Johns Palace, and as such marks out the boundary of Parish. The views from here back towards the village reveal the strong relationship between the settlement pattern and the underlying topography (see page 27), with the village occupying a local ridge, so visible on the leading slope of the Maun Valley, although in parts this view is obscured by the old railway embankment in the foreground.

Should new development be proposed in the village, then a careful appraisal of long views from historic landmarks onto the village should be undertaken so as to manage their quality and preserve their historic significance.

Left: The view cone back over the fields from Parliament Oak towards Kings Clipstone.

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Right: The view back to Kings Clipstone from the lane next to Parliament Oak. Note that the village is obscured by the railway embankment.

Right: Visitor information.

The historic oak, dating from the 1200's.

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Relationship with topography

The way Kings Clipstone sits within the landscape is closely related to the topography of the area. The village occupies a ridge line, with only the newer development along Squires Croft starting to break away from this and extend up the slope.

This is unsurprising; Kings Clipstone is an old settlement, and the rationale for the placement of its streets is influenced by the way the land is formed. This relationship is an essential part of the character of the village, giving it an essentially linear form for the most part. It also means that when in the village, you are visually linked to the wider landscape beyond. This feeling of green and openness is as much a part of the character as the streets and buildings.

Left: Open spaces around the village, offering links to the wider countryside and breaking the built form along the main streets.
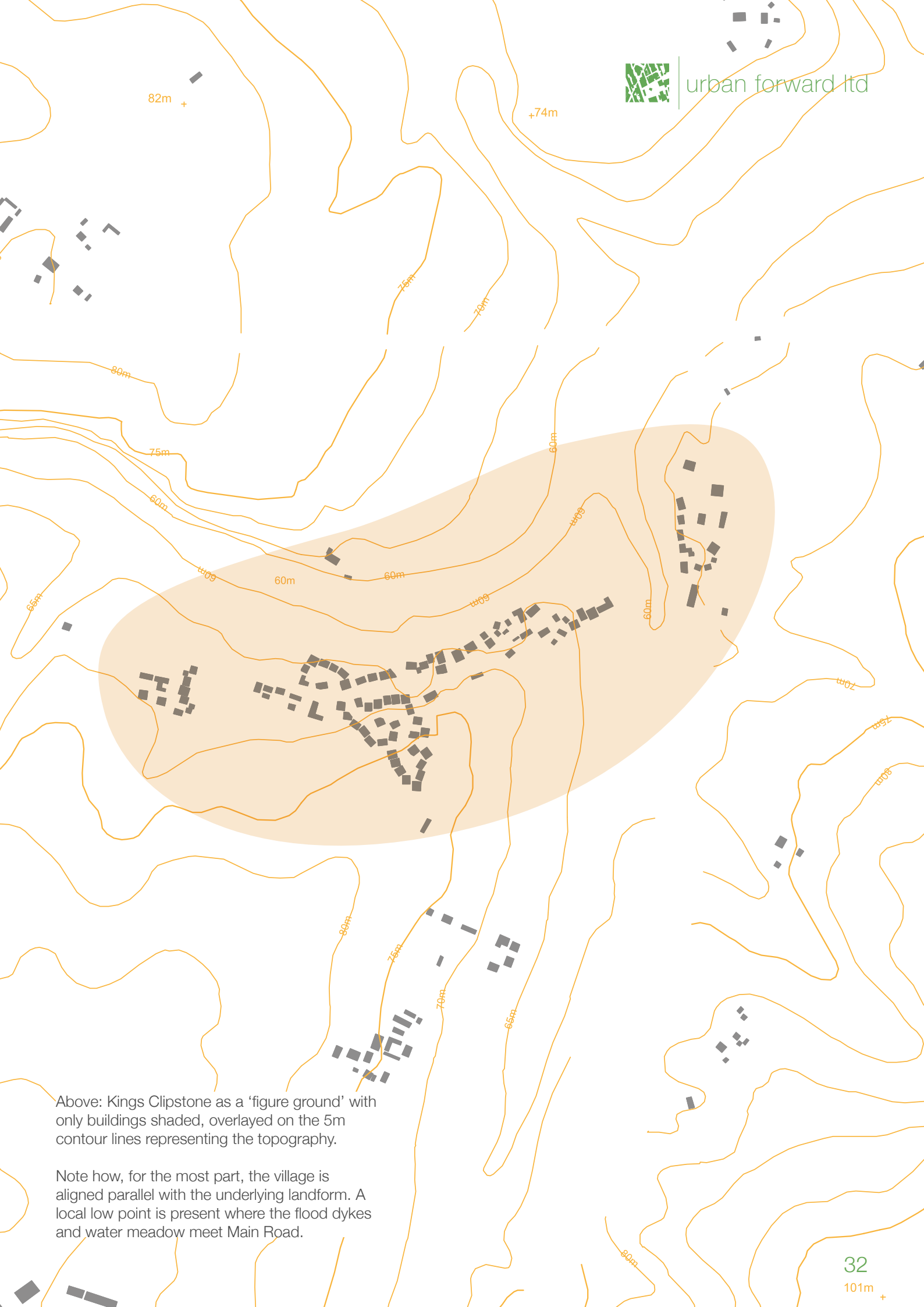
Above: Kings Clipstone as a 'figure ground' with only buildings shaded, overlayed on the 5m contour lines representing the topography.

Note how, for the most part, the village is aligned parallel with the underlying landform. A local low point is present where the flood dykes and water meadow meet Main Road.

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Conclusions and recommendations

The urban morphology of Kings Clipstone **relates strongly to the underlying landform**, with an essentially linear structure occupying a local ridge above the Maun Valley. Where new development has broken this relationship, it has to an extent eroded the link between topography and built form, thus weakening the overall character of the village. **Care should be taken to reinforce the relationship between the streets and plots within the village and the way the place grew over time.**

The water meadows represents an important green gap within the village, and is of historical significance. It also helps to underscore the way in which the local topography has influenced the shape of Kings Clipstone. **New development should not impinge on this space, instead its continued use a community asset should be explored, possibly with improvements made to its footpaths and the reinstatement of the floody dyke channel.**

The field adjacent to Squires Lane is sensitive to new development, and should development occur here then **it should maintain the shape of the village and protect views out across the valley** to the landscape backdrop provided by the dyke and railway embankment.

The views along the Maun Valley and its habitat and historic significance are all key aspects of the character of the village. **This space should be carefully managed to ensure that its many functions can be maintained as an asset to residents and visitors.**

The views back towards the village from Parliament Oak are of key importance to the heritage of the area. They are likely to be enjoyed by visitors to the area, and t**he way the village appears from this vantage point needs to be carefully considered when proposing changes in Kings Clipstone.**

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4
Design guide

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 underlying 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 areas within Kings Clipstone 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 quality of the built environment. To do this, Kings Clipstone has been broken down into a series of character areas, for each of which the following is analysed:

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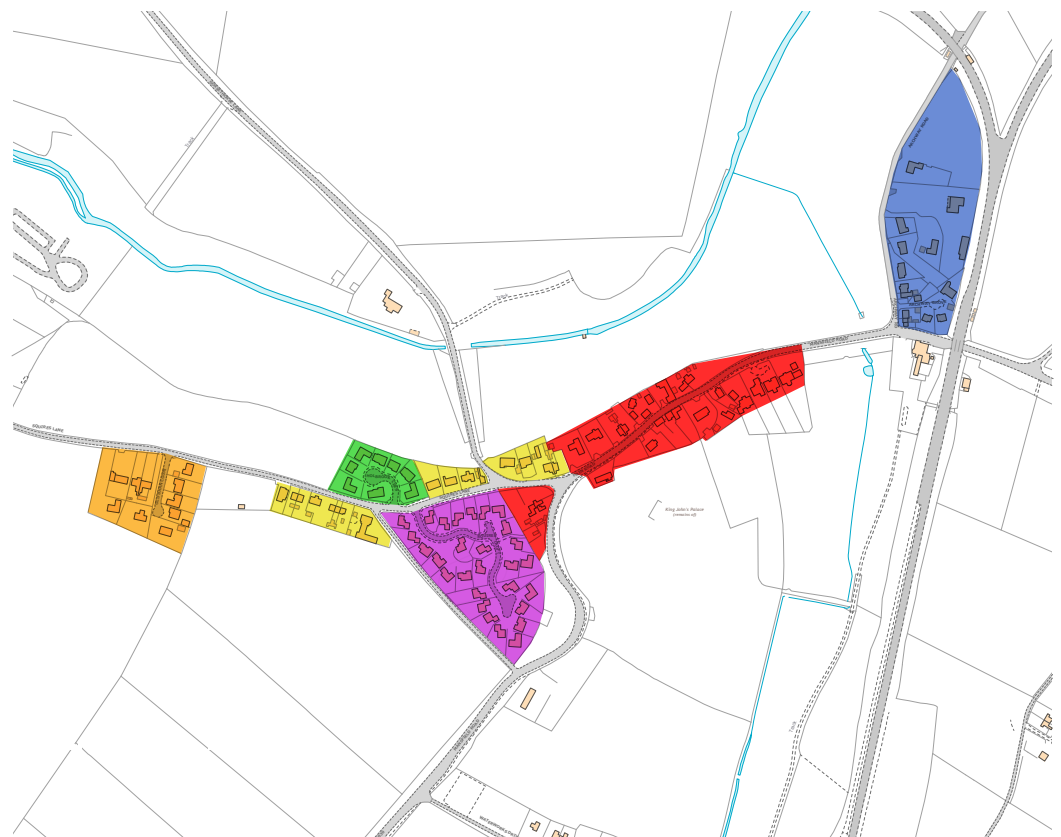• Plots and buildings
• Materials and detailing

The end result is something akin to a Village Design Statement. 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.

Character areas

In order to understand and explain the townscape character of Kings Clipstone, a street-by-street analysis has been undertaken. In all, 6 character areas have been identified. Where possible, these have been drawn so as to include whole streets or spaces and their edges.

Inevitably, there is some overlap between the character of one area and another, and although every effort has been made to define areas in a way that establishes difference, designers and developers should look to the complete analysis rather than focusing on just one street or space when considering how to bring forward new design.

■ Squires Lane	■ Holbrook Crescent	■ Archway
■ Old Barn Court	■ Main Road	■ Squires Croft

Dwelling types

How buildings relate to their plots and to each other is an important character-forming element for any settlement; the way scale and mass, build-to-plot ratio and building set back are arranged on a street help to establish a street's role in the overall structure of a place and make understanding how it is put together easier for users.

For Kings Clipstone, a key characteristic is that a high proportion of the dwelling stock is detached. Higher-order streets such as Squires Lane and the Main Road are characterised by larger detached dwellings, and this helps to reinforce their importance within the village.

Smaller, more dense housing can be found on back lanes and side streets, signalling their more local nature. Sporadic terraced housing can be found, but this is rare in the context of Kings Clipstone; new development should seek to use only a minimal number of terraced housing, instead focussing on larger dwellings in generous plots. Where terraces are proposed, these should be located on minor streets, away from the main lines of movement so that the building typology supports the route hierarchy.

Terraced

Semi-detached

Detached

Non-domestic
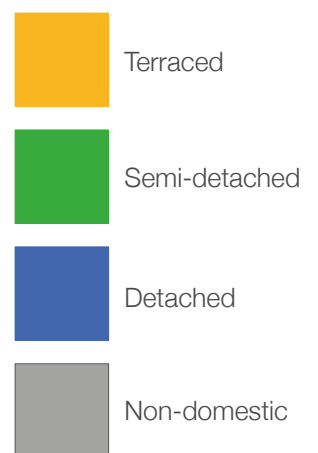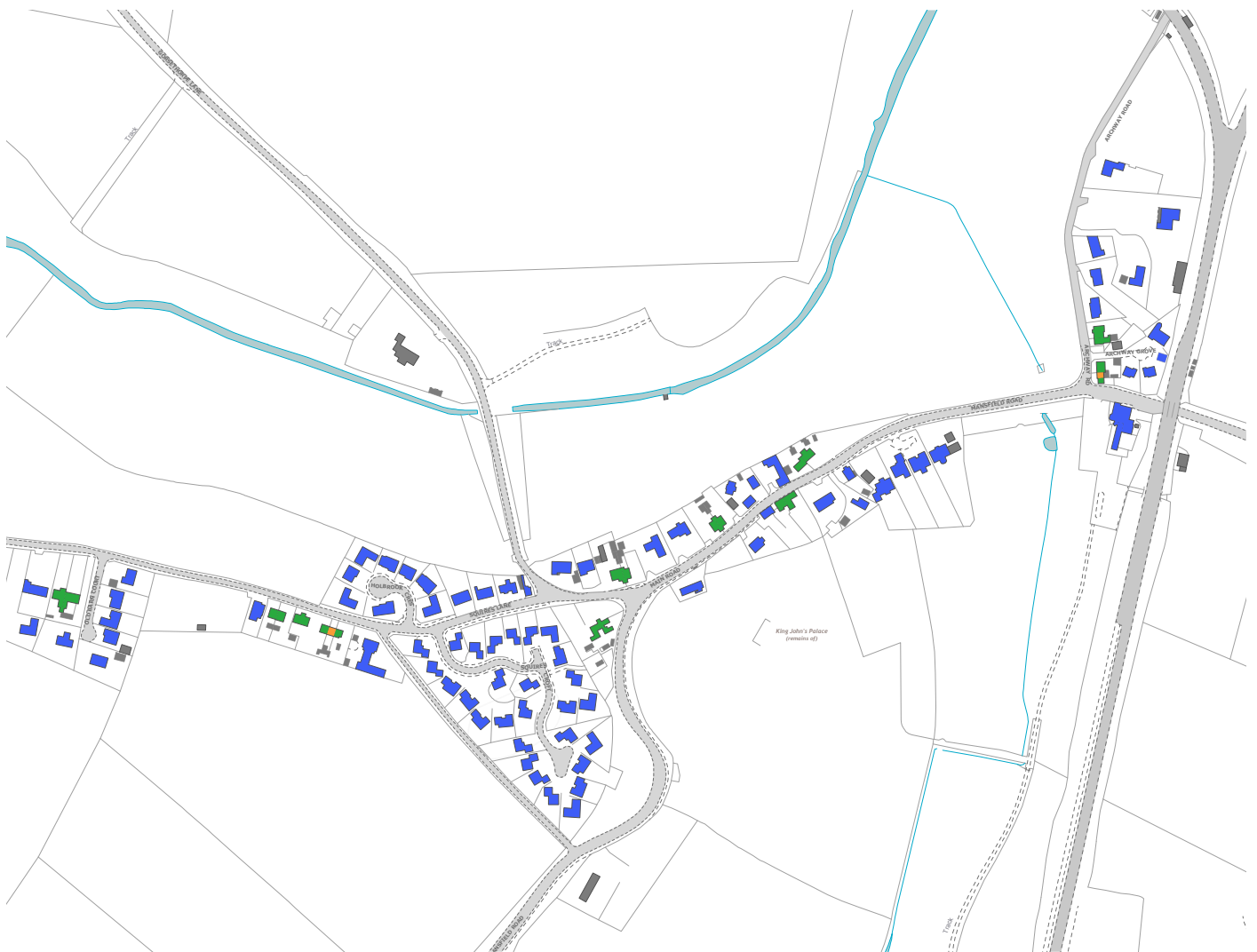
Old Barn Court

Old Barn Court forms the western edge of the urbanised area of Kings Clipstone. It sits apart from the village core, with a fair degree of separation between this and other dwellings on Squires Lane. It is infill development, with frontage development and backland buildings arranged around a courtyard.

Plot, building and street dimensions typically found in the area.

Materials

Red and brown pantile roofs, some concrete roof tiles.

Stone buildings fronting Squires Lane.

Multi-grain brick in reds and browns.

Details

Brick coursing details for some buildings.

Dormers on the Squires Lane frontage.

Small walls and railings to parts of the street. Occasional garden trees.

Street role and form.	Local access only, with no connecting role for wider movement. Standard dimensions, with pavement to either side. Sight lines of approximately 65m, with 'closed' endstop views.
Plot range	Varied, with some wider plots within the courtyard space. The dwellings to Squires Lane sit apart from those within the courtyard, more closely following the Squires Lane frontage seen further east. Generally within the range of 15-20m but with plots to the frontage on Squires Lane narrower.
Building to plot ratio	High, typically 70-80%, although some houses occupy 100% of the plot width on the Squires Lane frontage.
Building set back	32m to the Squires Lane frontage, and generally around 12m within the courtyard space.
Roof scape	Mainly front projecting gables perpendicular to street within the courtyard. Dormers feature on the Squires Lane frontage. Roofing materials are concrete tiles or red pantiles. Most properties have chimneys.
Parking	All on-plot, mainly placed front or side of plot. Some on-plot to dwelling fronts. There is space for some on-street parking, although this is not integrated into the street scene.
Landscape and boundaries	Front boundaries along Squires Lane consist of either hedges or fences, and within the courtyard there are some railings. Small garden trees add extra greenery to the street, as do trees on within the field boundaries to the north.
Scale and massing	Large two storey, with some 1.5 storey utilising using the roof void. All buildings are of a domestic scale.

Lessons

This is a good precedent for development where a strong frontage combines with backland development. Buildings sit set back from a clearly defined boundary, in generous plots with ample on-plot space for parking. The larger gardens allow for bigger tree specimens, and these help 'green' the street edge and reduce the appearance of built form. New development should seek to replicate the overall scale and approach when looking to provide new courtyard spaces, including the good sight lines and low key / shared street surface treatments.

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Holbrook Crescent

Holbrook Crescent is a classic 'banjo' development of bungalows arranged around a shared surface cul-de-sac. The dwellings here are detached, and sit within relatively small plots. The low roof heights allow for properties along Squires Lane to maintain first floor views out over the small valley to the north.

Plot, building and street dimensions typically found in the area.
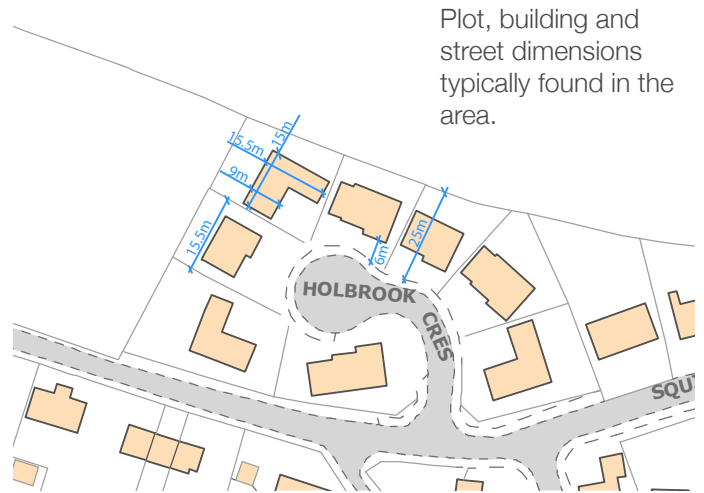
Materials

Uniformly red brick, with stretcher bond.

Concrete roof tiles, in grey-brown.

Brown frames to the windows and more front doors.

Details

Monoculture boundary hedging to entrance, formally clipped and around 600mm high.

On-plot parking with integral garages.

Open plot frontages, with mown grass and no footpath to street.


Hipped roofs, some with chimneys.

Street role and form.	Local access only, with no connecting role for wider movement. Shared surface, with no footways. Some traffic calming 'rumble strips' at the entrance. Street lighting present.
Plot range	Narrow, typically similar in width although some larger plots to the corners of the site. Short back gardens, with buildings sitting centrally within their plots.
Building to plot ratio	Medium, typically 60-80%, with most buildings centrally placed, meaning small back gardens.
Building set back	Relatively uniform at around 8m, but with a few properties on the inside of corners setting back at 20m.
Roof scape	Mainly hipped roofs, some front projecting gables perpendicular to street for some dwellings. Roofing materials are concrete tiles exclusively. Chimneys centrally or side placed, with single pots.
Parking	On plot parking to front with integral garages.
Landscape and boundaries	Open frontages with no boundary treatments for most, although there is some monoculture hedging to the entrance. Some planting within frontage although not uniform.
Scale and massing	Exclusively single storey with wide frontage dwellings and 'massive' roof weights.

Lessons

Whilst the uniformity of design here, with a simple range of materials, regular arrangement of plots and buildings, and simple plot and parking arrangements could be used on future development to give a cohesive character, the 'anywhere' design here erodes the character of the village. How the street entrances work with Squires Lane could be improved, as this area is introspective, offering back gardens to the main street edge. New development should seek to address the primary street with building frontages. How the streets sits low in the landscape is important when considering the northern extent of the village.
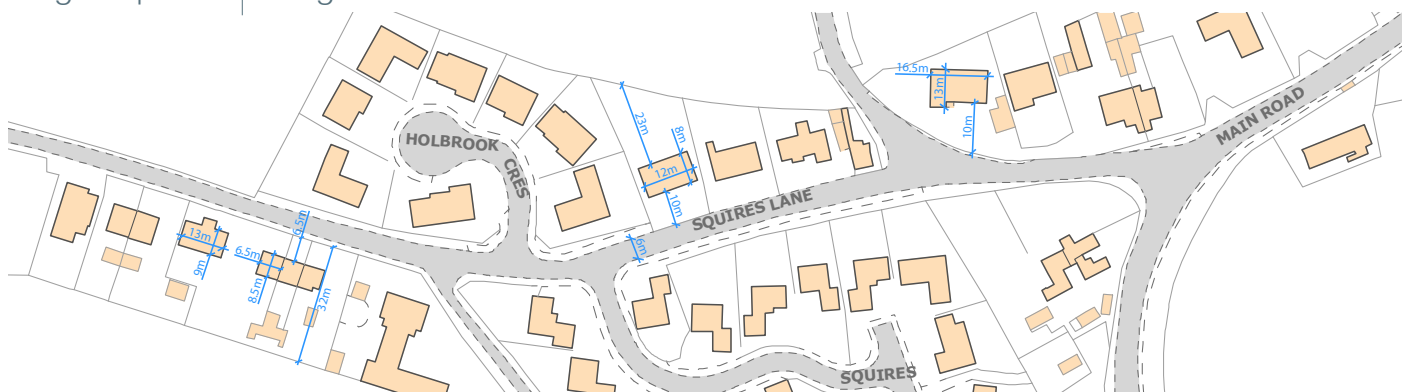
Plot, building and street dimensions typically found in the area.

Squires Lane

Squires Lane is a key street within Kings Clipstone, linking Cavendish Lodge to the west with the main core of the village. It is a rural lane, and development is generally restricted to the southern edge of street. In terms of built form, Squires Lane is extremely varied, with a range of plots and building types. A key aspect of this street is the village green space (shaded green overleaf), which provides a break in the built form and access to a green backdrop.

Materials

Render in whites and creams, although rare on this street. Generally, buildings are not fully rendered, but feature brick detailing.

Concrete roof tiles, with some pantiles.

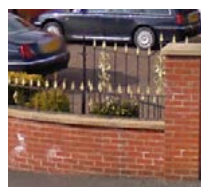Windows have white frames, with some bays to the street.

Details

Some porches and other front facarde detailing, giving this part of the village a generally more complex built edge to the street.

Low walls with some hedges make up the plot boundaries.

The village green / playing field, offering visual links to the open space to the south.

Low walls, some railings, in red brick with stretcher bond.

Street role and form.	Global integrator (links to other places), offering access to settlements beyond the village. Narrower and more minor that the other integrators in the village. Footpath to one side, but only for a small section, giving the feel of a less urban street. Sight lines long at approximately 170m.
Plot range	Vary varied, dependant on which edge of the street you are on. Larger plots on the southern edge of the street, more regular ones to the north.
Building to plot ratio	Mixed, with some wide frontage properties occupying most of the street frontage, and other buildings sitting to one side of the plot, leaving a void through which green space can been seen.
Building set back	Medium, with most buildings set 5-11m from the street edge, giving a feeling of enclosure.
Roof scape	Mainly open gables with the ridge running parallel to the street. Some hipped roofs and hip and valley roofs. Some front projecting gables.
Parking	Mainly on-plot to the front or side of dwellings. Some garages. Limited scope for on-street parking.
Landscape and boundaries	Front boundaries consist of low walls with railings, some fences and some hedges.
Scale and massing	Mainly two storey, with single storey dwellings to the southern edge of the street in places.

Lessons

Squires Lane features some impressive individual buildings but the built form is too varied to generate a cohesive character. Instead, the character of the street comes mainly from the views out onto the valley to the north, and onto the playing field to the south. The hedges help in giving an 'edge' to the street, but the walls and railing can make this space feel hard and urban at times. New development should seek to replicate the strong relationship between the building fronts and the street, but should seek to introduce design elements that tie individual plots together to help create a cohesive street scene, including a coherent hedge boundary and front garden trees.

Plot, building and street dimensions typically found in the area.

Squires Croft

Squires Croft is a relatively new collection of large detached dwellings set in generous plots. These are arranged along a serpentine cul-de-sac which winds along gently rising land. The layout and appearance of these dwellings typifies 'estate' development from around the mid 1990's onwards. Squires Croft represents a significant expansion to the village, containing most of the village's housing stock within the internal street network.

Materials

Concrete roof tiles in brown.

Brown windowframes and weather boarding.

Multi-grain brick, with reds and browns. No buff materials present.

Details

Chalet bungalows with dormers present within the street.

Both integrated and stand-alone garages feature.

Generally open fronted plots, but some edge planting to the street, small garden trees etc.

Low walls in places, plots generally have large driveways to the front.

Street role and form.	Local access only, with no connecting role for wider movement. Estate road standard, with 1.8m footways to both sides and street lighting. Short sightlines at around 50m.
Plot range	A narrow range of plots, with most dwelling have a wide, large plot and generous driveways.
Building to plot ratio	Varied, but generally high, with most buildings occupying around 80% of the plot width.
Building set back	Very varied, between 6m and 13m, but the way buildings address streets gives an even greater feeling of variation, as some buildings present their sides and garden fences to the main street and their fronts to private drives.
Roof scape	Mainly hip and valley roofs, with some front projecting dormers. Most properties have chimneys, usually placed to the side.
Parking	Mainly on-plot to the front of dwellings, within the grounds. Garages occur for some properties, and many of these are double garages. Some are integrated or link-detached, some are free standing structures.
Landscape and boundaries	A mix of low walls and hedges, some fences, but mainly open frontages.
Scale and massing	Two storey, with single storey porch structures some of the to the properties. Eaves height approximately 6m, 9m to ridge, although may be taller for some properties.

Lessons

Squires Croft is significant in the context of the village, as it represents the single largest extension to the built environment of Kings Clipstone at any one time. In this way, it has a very cohesive character within its self, although like Holbrook Crescent, it does little to relate to the history and context of the rest of the village. New development should seek to replicate the generous parking, the neat and simple detailing, and the good relationship between buildings and their plots, but should overlay this with a more village-like approach to landscape and streetscape, boundaries and materials.

Plot, building and street dimensions typically found in the area.

Main Road

Main Road is arguably the highest order street within Kings Clipstone, offering the main link between the village and other settlements to the east and south. It is essentially a rural lane with ribbon development to its edges. It is home to several historic dwellings (see Section 5) and forms part of the original village core.

Materials

Red clay pantiles, with some slates.

Some of the older buildings are rendered in creams and whites.

Red brick with some graining.

Stone walls.

Details

Wide fronted properties, classically arranged entrances.

Modern development starting to appear on this street.

Village core, with buildings hard up against the edge of the street.

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Street role and form	Global integrator, offering access to settlements beyond the village. Generally, a foot path to one side, with the feel of a rural lane. Sight lines long at approximately 170m.
Plot range	Narrow, with wide frontages to the street. Generally, buildings face the street, although in the village core, some buildings sit close against the edge of the street.
Building to plot ratio	Generally low, with gaps between the buildings offering views out onto the open countryside beyond.
Building set back	Vary varied, with some buildings placed hard up against the back edge of the footpath and others set well back with front gardens. This gives the street a complex composition.
Roof scape	Vary varied, with large, 'massive' roofs on some properties, some saltbox roofs, some hip and valley roof, and a range of materials.
Parking	Mainly on-plot to the front or side of dwellings, with some garages set within the plot. No on street parking is likely due to the narrow lanes.
Landscape and boundaries	Mainly low walls in brick, with either hedges along the street edge above the walls. Some railings, although no open frontages. Some small tress within gardens.
Scale and massing	Mainly two storey, but with some single storey dwellings to the north. Some buildings particularly large, with deep roofs and occasional dormers.

Lessons

Main Road is fragmented, with mainly large dwelling set in generous plots fronting the street. There is also the remnants of a dense village core, with buildings hard up against the back edge of street. The way buildings positively address the street is an important characteristic of this area, and new development should seek to replicate this relationship. Most of the development here is fragmented, offering views out onto the countryside beyond. Future development should seek to draw more inspiration from the village core, as the historic buildings have characteristics that could be useful as precedents.

Plot, building and street dimensions typically found in the area.

Archway Road

Archway Road is a rural lane leading away from the village, heading to the north. It is on a route that integrates with other parts of the parish, offering rural lane access out to the countryside. The development here is typified by large dwellings set in generous plots, although limited backland development has occurred on Archway Grove.
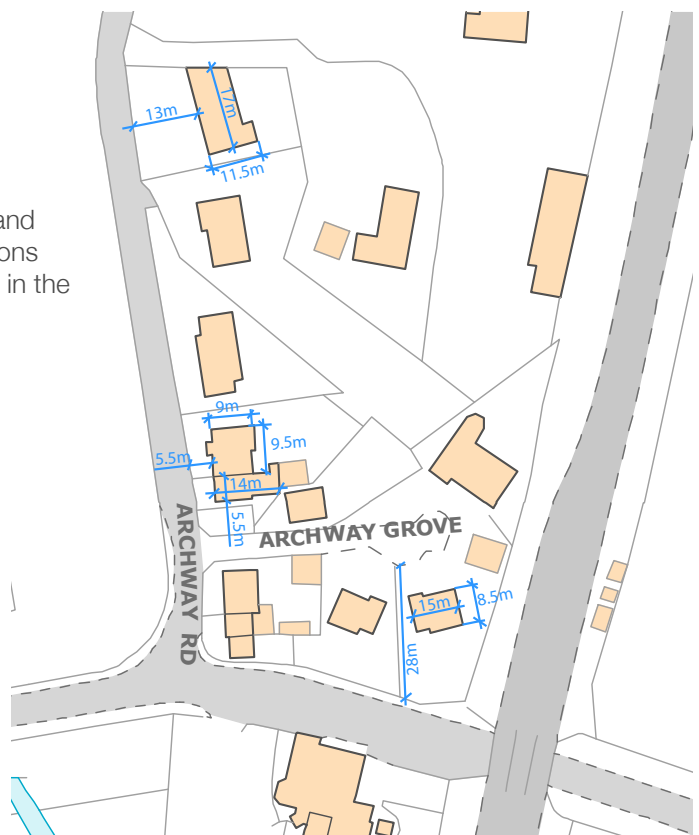
Materials

Render buildings feature, generally with slate or pantile roof tiles.

Red brick, multi-grained in places. Brown window frames a feature.

Details

Hedges and low fences and walls make up a majority of boundaries.

Frontage planting, small trees and scrubs help to green the street.

Soft verges to the lane edges.

Street role and form	Low key integrator that offers access to the countryside beyond. A narrow rural lane with soft edges and no footpath.
Plot range	Varied, with many wide plots addressing the street with building fronts.
Building to plot ratio	Low but varied, some wide frontage properties exceed 90% of the plot width, with other as low as 60%.
Building set back	Varied in the extreme, giving the feel of a dispersed settlement. Some areas have a uniform run of properties with around 6m setback, whist others sit deep within their plots, away from the street.
Roof scape	A mix of roof types, with hipped roofs and front projecting dormers common, but also some instances of open gables arranged parallel to the street.
Parking	Provided to the fronts and sides of dwellings on plot and accessed via driveways. Limited scope for on-street parking.
Landscape and boundaries	Low walls and hedges, some soft verges. Small garden trees help to green the street.
Scale and massing	Some short terraces nearer to the village, with detached dwelling further down the lane. Varied scale, but generally single or 1.5 storey with accommodation within the roof void.

Lessons

The rural look and feel of this part of the village is supported by the relatively consistent boundary treatment, the vegetation to the street edge and the uniform way that the buildings address the street. Should new development occur along Archway Lane, then it should look to pick up the rhythm of the street, with wide plots and buildings that present their fronts to the street and a consistent boundary treatment. Backland development may be acceptable in places, so long as it remains shallow to the main street arranged within courtyards, so avoid long and sinuous cul-de-sacs.

Key findings and recommendations

Kings Clipstone has a very varied built environment, with many distinct areas within what is a small settlement. This is an unusual characteristic, and indicates that in the past, there has been very little control over how the village should grow. There are important historic structures within the village which can act as useful precedents, yet much of the new development that has occurred in the recent past has not sought to distill the best of the existing built environment into modern interpretations. **More should be made of the style and form of the the historic buildings in the village so that new development can help re-establish the distinctive characteristics that define Kings Clipstone.**

The positive relationship between the buildings and streets on Squires Lane and Main Road is an important characteristic that should be maintained; glimpsed views between buildings also contributes to this charactersitic. Should new development occur along the main streets sighting and layout should ensure that views out into the countryside can also be accommodated.

For backland development, Old Barn Court offers a good precedent in that **it is 'shallow' to the main street, so homes are placed near to a street that offers access to the rest of the village.** It also maintains visual permeability, in that you can see from the entrance to the end, again helping the homes within it to relate to the wider village. This approach is supported and should be replicated, overlayed with more detailed cues from the historic village. **The uniformity of approach to Holbrook Crescent and Squires Croft helps give both of these streets their own character,** and new development should seek to use repeated elements drawn from the best of the historic village to help generate a cohesive street scene. However, new development should avoid the 'anywhere' design detailing that typifies these two large extensions to the village.

Where new streets are added, **every effort should be made to make these connect so that there are back lanes to the main streets** rather than long culs-de-sac, so that people have new routes through the village for walking and cycling.

Archway Road uses **a more limited boundary treatment than other lanes within the village, and this helps the street have a cohesive character** even though the built environment is quite varied. This element is an important factor that could be of benefit to new development, and designers should draw up to when developing their proposals.

6 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 still ensuring that road safety is maintained.

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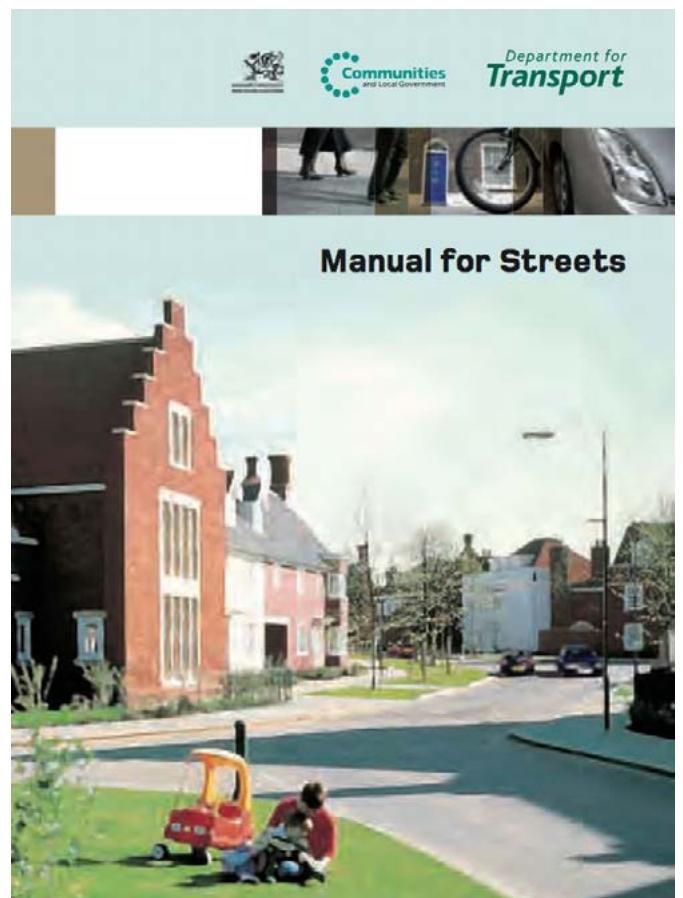
Appendix 2: Building for Life 12

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
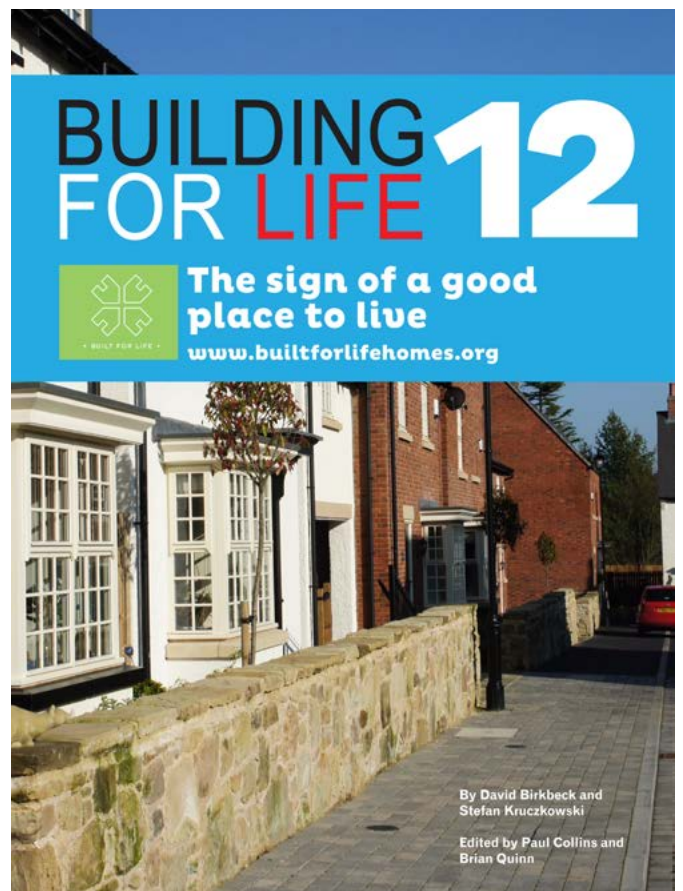
Appendix 3: Glossary of terms

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