



Carlton in Lindrick Green Gaps and Settlement Break Assessment

Produced November
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Lindrick Neighbourhood
Development Plan by urban
forward ltd



urban forward ltd

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About this
document

The purpose of this document

This document has been produced to support the spatial strategy and design policies in the Carlton in Lindrick Neighbourhood Development Plan. It should be read in conjunction with the Plan document, along with the documents outlined in the appendices.

The intention of this document is to enable design teams looking to add new development in Carlton in Lindrick to make their proposals specific to the place, and to help avoid some of the common pitfalls associated with new development. It is also intended to ensure that any change to the village is done so in a way that does not harm the character and identity of Carlton in Lindrick, including how it relates to its landscape. The guidance within this document is not exhaustive, and we encourage design teams to undertake further studies should they wish to develop schemes within the village.

General design guidance that reflects best practice and national policy is set out, with key principles that all development should follow established. A key aspect to rural settlements is their separation, with the green gaps and spaces at their edges forming a key part of the settlement character. These are discussed, and how they should be treated going forward is set out. The distinctive landscape in the Plan area is a key defining characteristic that strongly informs the sense of place that people have when visiting the area. How this landscape informs the character of the settlement is set out in this document.

It also provides guidance as to how to manage change in the village, including how the existing built form and green spaces can inform new development should it come forward.



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 place making 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' and spaces between the village and surrounding area are formed, where there may be threats to their integrity and the impact this might have on the character of Carlton in Lindrick, and how they should be managed in the future. It also looks at the role of long views across the Ryton valley have in informing the character of the place.

Section 4 looks at character of the village, examining the aspects that make up its character and identity. This analysis is then translated into useful principles for future development, suggesting ways in which designers can ensure their proposals support rather than erode local distinctiveness.

Section 5 provides appendices, setting out suggested further reading and providing a glossary of useful terms and definitions.

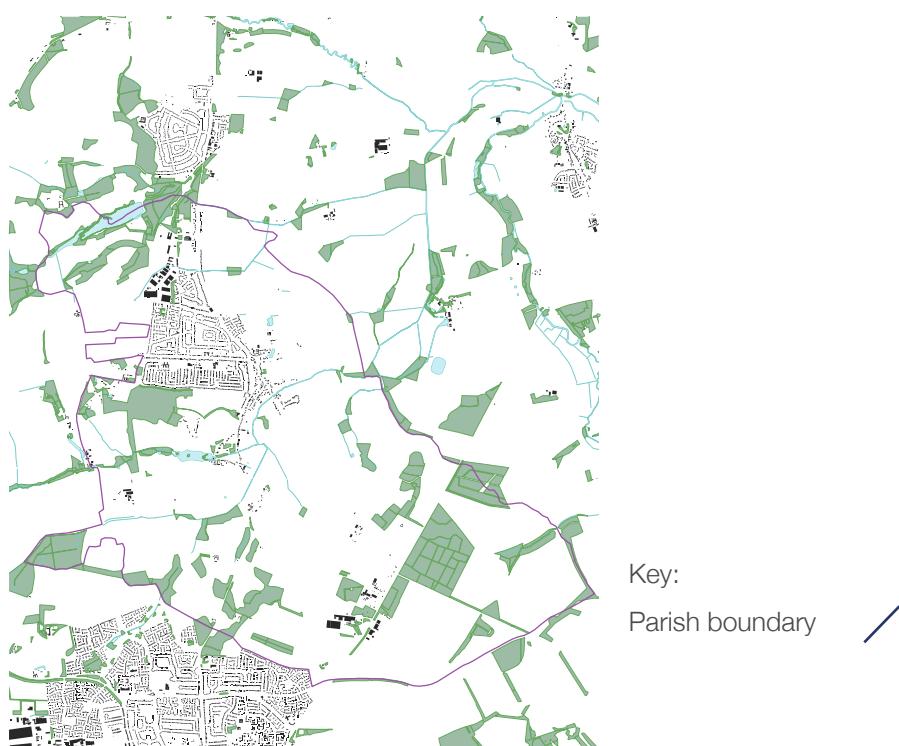
The study area

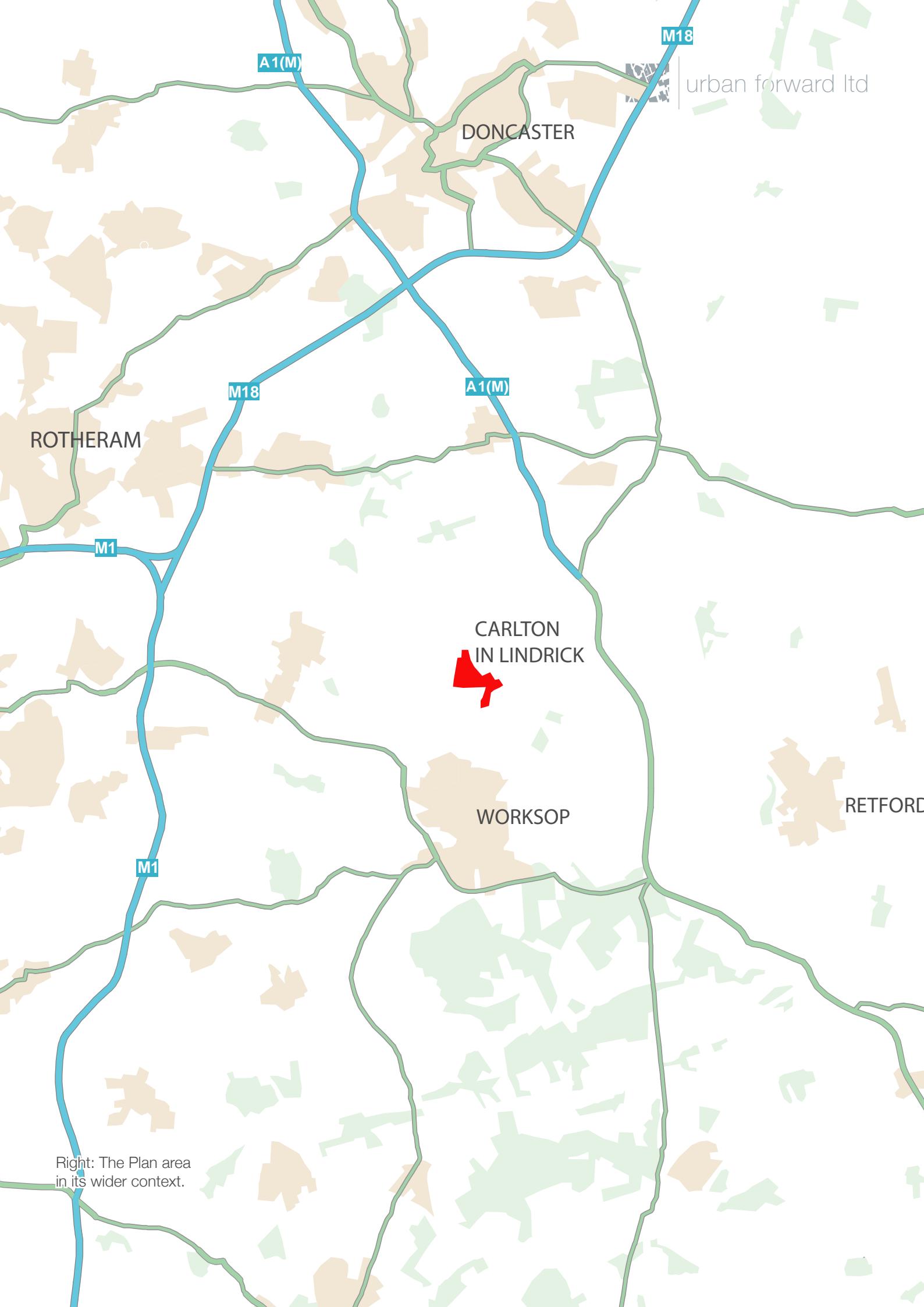
The Neighbourhood Development Plan area takes in the village of Carlton in Lindrick, within the parish of the same name, which sits to the north of Worksop. The village is comprised of an historic core that is designated a conservation area, plus newer post-war development, and is set in impressive countryside that includes the Ryton Valley. There are shops and services within the village, plus some small areas of open space within the urban extent.

Section 4 looks at the following aspects of village character:

- Existing built up area
- Settlement pattern
- Streets and spaces
- Plots
- Boundaries and landscaping
- Buildings and materials

Carlton in Lindrick was designated a neighbourhood plan area on **XXXX**.







2 General principles

The importance of good design

Although the primary purpose of this document is to examine the character and identity of Carlton in Lindrick, it is important that any new development, should it occur, addresses every aspect of design best practice.

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)

“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 or 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**).

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)

Right: A grid of streets enables high permeability and easy movement, whereas 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

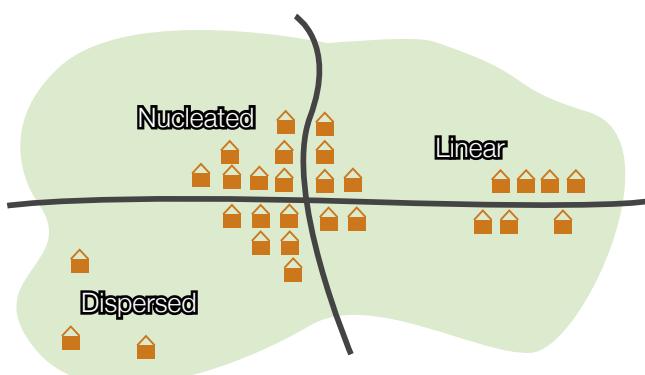
All new development in the Plan area should seek to promote local character and identity, because through doing so it is possible to protect and enhance what is already there for existing residents, and provide community and social cohesion for those new to the area.

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.

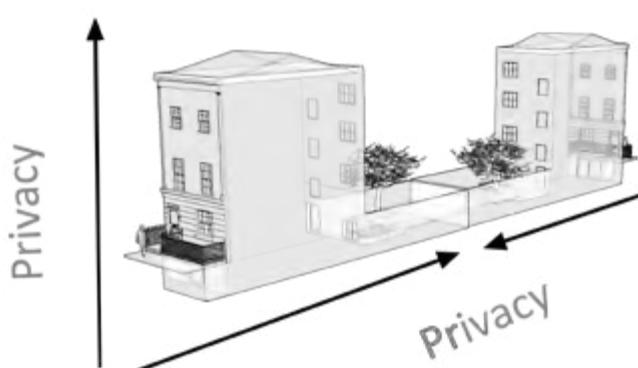
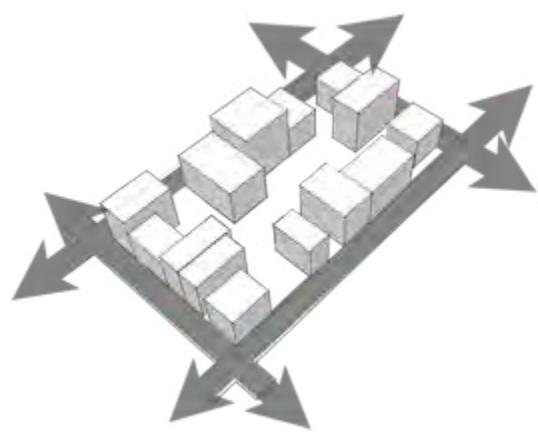
To maintain local distinctiveness, new development should be reflective of local aspects such as:

- 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 Carlton in Lindrick.



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?

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.

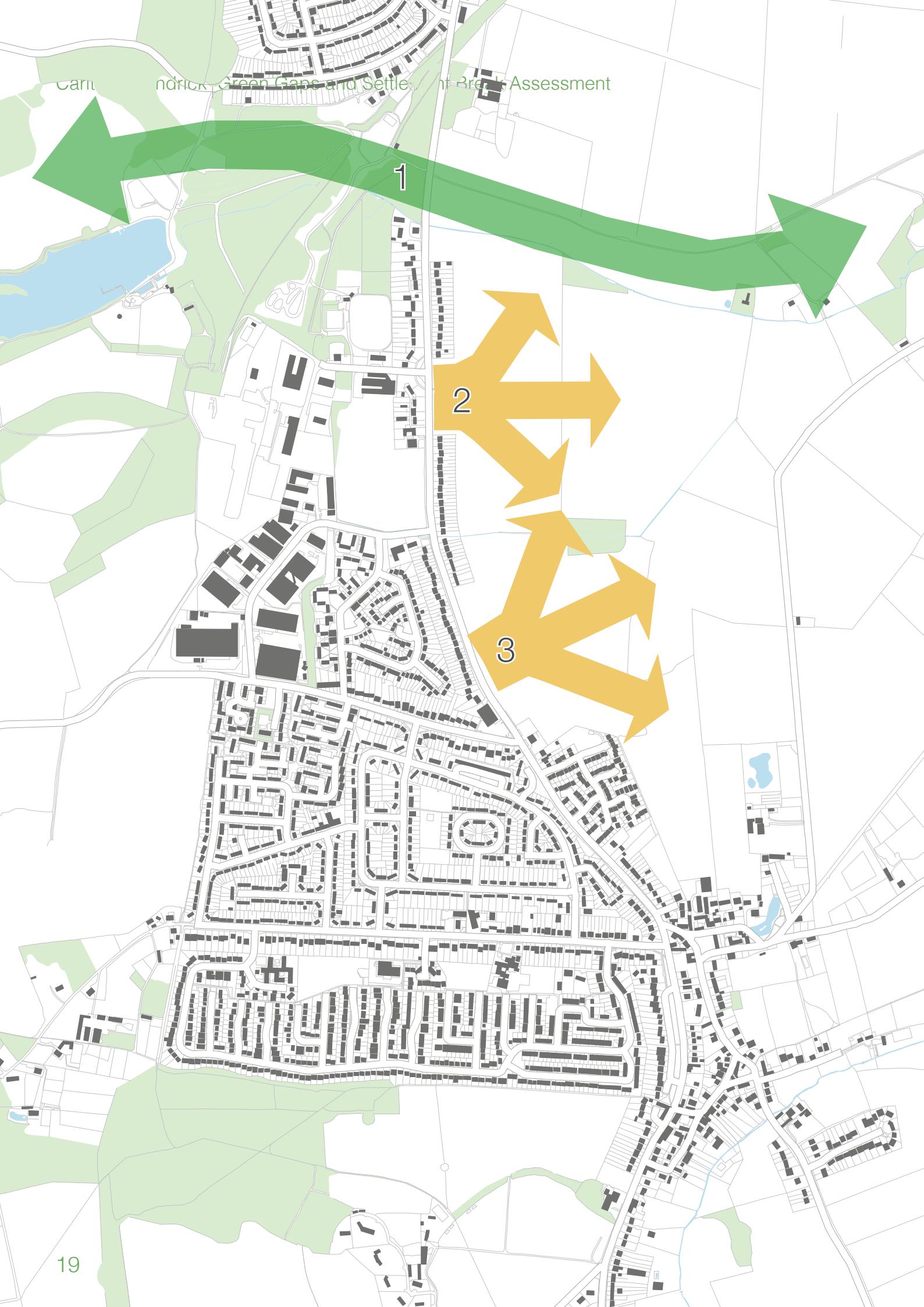


New materials and styles should not be arbitrarily introduced at the detailed design stage, rather designers should reference local character.



3

Gaps and
breaks





Separation

Beyond the village, much of the designated Plan area is open countryside. This aspect of sitting within the landscape is a key component of both the character of the village 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 includes the long views currently enjoyed from the Doncaster Road across the Ryton Valley, which are a memorable part of the character and experience of the village.

This section examines the ‘green gaps’ that act to provide a valuable amenity for residents, that connect the village to green spaces and features in the wider area, and which help preserve the village 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 and breaks identified and analysed are:

1. The gap between Carlton in Lindrick and the neighbouring village of Langold
2. The break between the houses along Doncaster Road, opposite the entrance to the former Costonhoe industrial site.
3. The break between the houses on the Doncaster Road and the Riddle Arms public house.

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

Carlton in Lindrick / Langold

For settlements to maintain a distinctive character it is important to avoid coalescence, especially if the built environment is distinct between the two places. The northern fringe of Carlton in Lindrick is distinct from the built environment of Langold, with linear development of detached and semi-detached dwellings lining the street. Langold is very different, with a more urbanised feel along the Doncaster Road, including a district centre. The separation between the settlements helps to manage this transition in character, so that as you pass through the area you get the feeling of moving between distinct places.

This gap also helps in bringing the role of the underlying landform in influencing settlement formation to the fore, as here there is a distinct local depression that reveals the spatial logic of how the settlements came to be formed in the first place. Within this local dip, watercourses feed Langold Lake and a system of ditches drains the land into the Ryton valley beyond. The eastern extent of Langold Country Park is visible from the street as you pass through this gap, and this gives this segment of Doncaster Road a distinct character, with dense woodland tree planting right up to the edge of the movement corridor. This creates a tunnelling effect, which is in contrast to the more open feel of the Doncaster Road to the south. This openness is one of the key characteristics of Carlton in Lindrick and one of the things that makes it distinct from other settlements along the A60 in this area.

The integrity and character of this gap should be preserved as it is an important part of the user experience of visiting the area, helping to keep Carlton in Lindrick and Langold distinct places and offering a connection from the street to the country park beyond. Development within this gap should be resisted so as not to harm the role this space has in supporting the feel of distinct settlements.

The extent of the existing gap between Carlton in Lindrick and Langold, showing its role in bringing the open countryside into the more urbanised area between the settlements.





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Langold Country Park

Langold Country Park is located to the north of Carlton in Lindrick, and most of it is outside the parish boundary in the village of Langold. The 300 acre site is owned and managed by Bassetlaw District Council. It is designated as a Local Nature Reserve, and the park links into Dyscarr Wood the Site of Special Scientific Interest (SSSI), which is recognised as one of the best examples of a limestone ash-wych elm wood in Nottinghamshire. The park lake dates back over 200 years, and was originally developed along with the woodland to serve Langold Hall. Later, colliery workers from the nearby Firbeck Colliery fished the man made lakes, and then in the mid-1940's further facilities were added by the National Coal Board.

The park has many good-quality facilities which serve both the wider area and the villages immediately to the north and south. The woodland planting that forms the edges of the main entrance to the park extend across the Doncaster Road and through to the valley to the east. There, a listed building can be found and this woodland planting and open countryside to the south form part of its setting.

The sensitivity of this gap in particular is likely to be very high; the views are far reaching when approaching the gap from Carlton in Lindrick, the woodland planting is substantial and the setting of the listed building all contribute to the historic and amenity value of this edge of the village.

Facilities:

- Fishing Lake
- Sea Scoundrel Children's Water Play (splash park)*
- Junior and Toddler Play Equipment
- Traditional bandstand/ performance area
- Skate park
- Football pitch (under 12's)
- Woodlands
- Wildlife and butterfly meadows
- Café
- Kiosk
- Public conveniences





Green break (north)

One of the key features of Carlton in Lindrick is its relationship with its wider landscape setting and the long views over the Ryton Valley that can be found when moving through the village. There are two major areas in which these views are available, both along the Doncaster Road.

Here, the land falls away towards the east, and people moving along the Doncaster Road are presented with an open setting, long views over the lowland towards the river, and with only sporadic structures visible in the landscape. Much of this area is functional floodplain, which explains why it remains relatively undeveloped.

The northern most of these breaks in the development line can be found in an area roughly opposite the entrance to the industrial area situated to the north west of the village. Field boundary hedgerows obscure some of the near-ground view from the street, but the backdrop of green fields and hedgerow trees is visible, as are views onto copses and other patches of woodland trees. Very far views of the Trent Valley and Cottam Power Station are also available from this space.

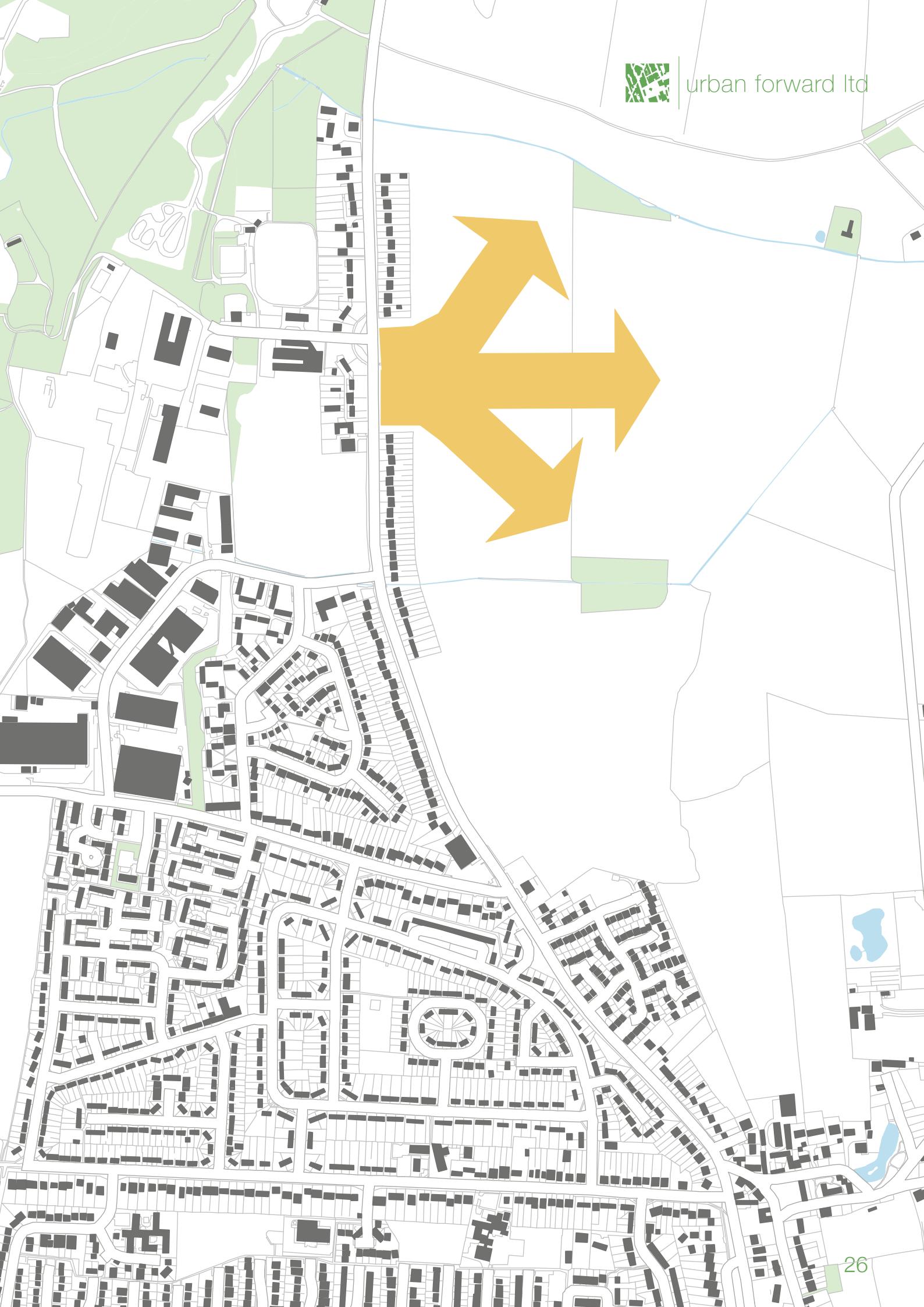
Closing this break along the street by adding ribbon development would damage the character of this part of Doncaster Road; the gaps and views are as much a part of its character as the built form.

The southern break in the development on Gainsborough Road, with long views to the east.





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Green break (south)

A larger break in the development line on Doncaster Road can be found starting at the Riddell Arms public house to the south and extending to bus stop on the southbound carriageway of the A60 / Doncaster Road. Here, panoramic views to the east open up as you travel from the south, giving the impression of emerging from the urbanised core of Carlton in Lindrick onto the river plains that make up this part of Nottinghamshire.

Far views are available over the hedgerow, and the oblique views along the road reveal that the sporadic development here remains shallow to the street, with the back gardens providing a soft, green transition into the open countryside. This is in stark contrast to the newer development along Pinfold Drive and Greenfields Way, which extends deep into the green space to the east of the village and does so with a dense, more urban form. Planting to the edges of this development help to soften the views onto it, but it is notably out of character in terms of the way it sits in relation to the topography of the area and the patterns of development for the rest of the village.

This break in the building line and the relationship with the wider landscape setting it generates is an important characteristic of Carlton in Lindrick, revealing how the village has grown on the higher ground to the west and allowing for long views which are a key part of the user experience of visiting the area. Where new development has been allowed deep into the fields along the eastern edge of the Doncaster Road, it has weakened the distinctiveness of the village, harming its character.

Right: The extent of the existing gap between along the A60 / Doncaster Road, between the bus stop to the north and the Riddell Arms public house to the south.





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Left: Looking North along Doncaster Road, with the backs of the houses near to Costhorpe visible. Note how the land is visibly lower than the road.

Key views



Right: The transition from Carlton in Lindrick and Langold, where the topography gives a rationale as to why these two areas developed independently from one another.



Left: Looking south along the rear boundaries of properties on Doncaster Road. The rear boundary of the nearest property sits higher than the hedgerow in the foreground, showing how the pattern of development follows the local landform, leading to gaps in the development line.



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Key views



Left: Hedges define the boundary to the gaps along the Doncaster Road, but views over them are possible from most places, revealing a sense of the change in levels.



Left: Development, where it does occur, generally extends only one plot into the fields to the east, so remaining shallow to the street edge.



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Key views



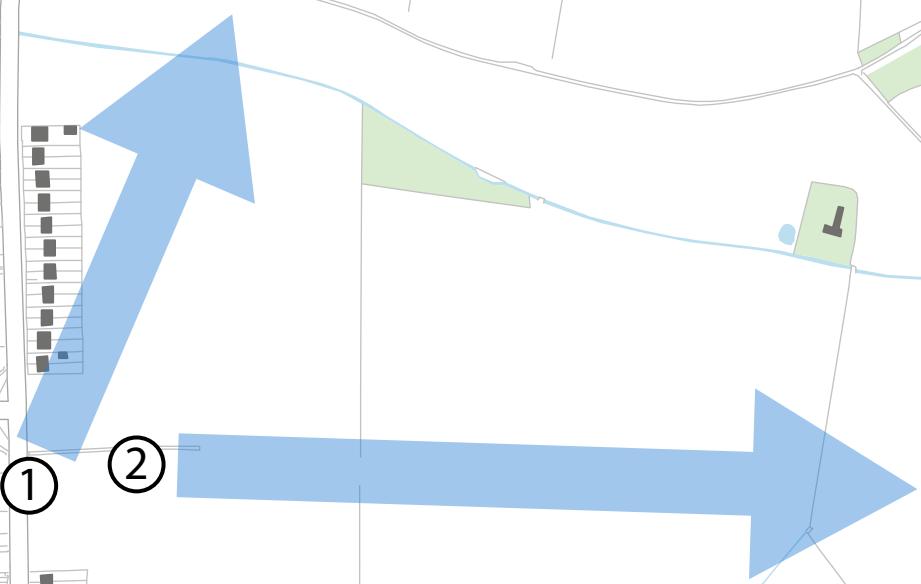
Right: The transition to the open countryside via back gardens, which gives a 'soft' interface between the urbanised area and the shallow valley beyond.



Right: Long views out to the east, with shallow lowlands in the foreground and sporadic clumps of trees framing the far views.



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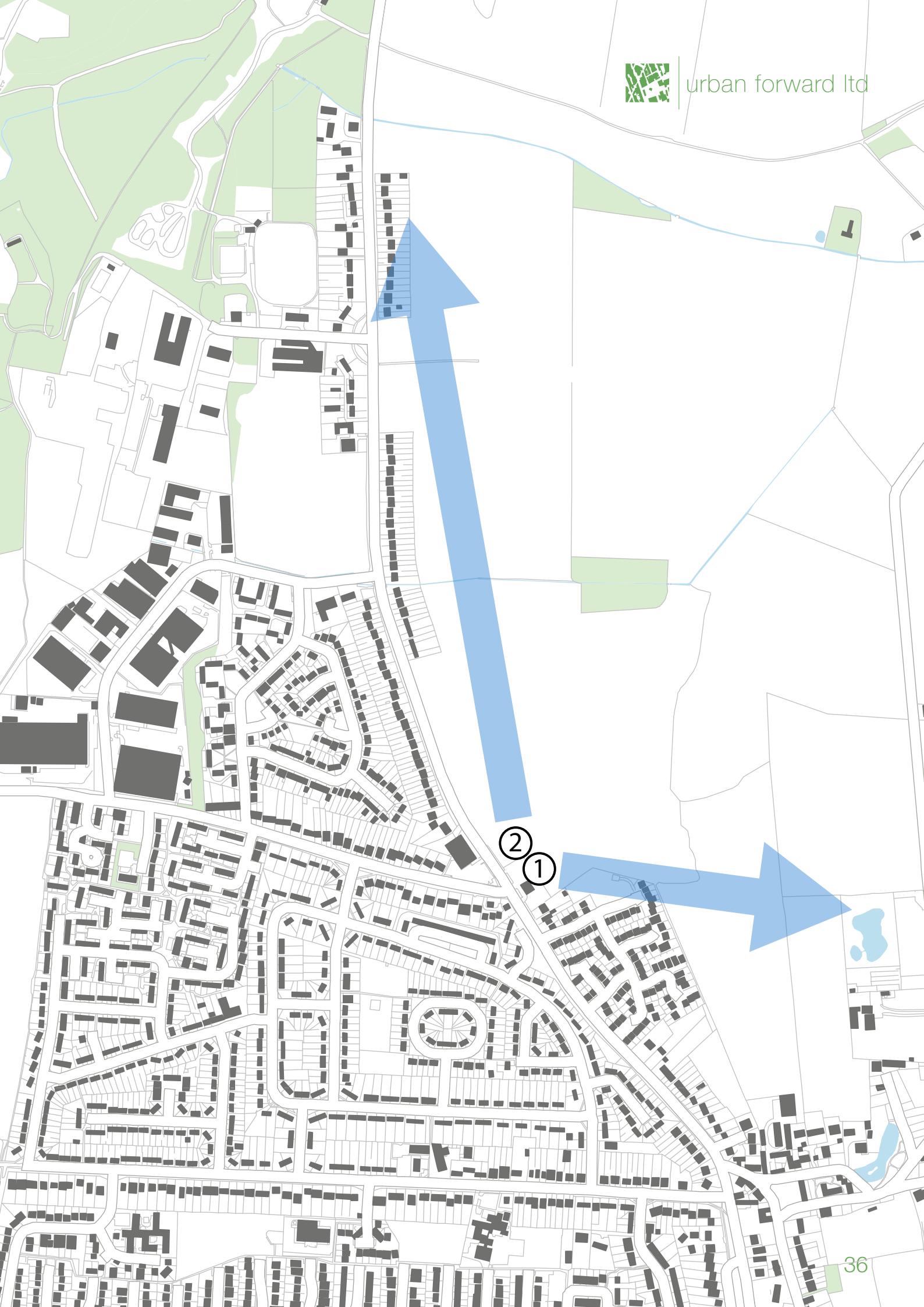
Key views



Right: The development around Pinfold Drives presents an abruptly more urban edge to the countryside, which is unusual for the area and does not support the general character of the village.



Left: Looking North along Doncaster Road, with the backs of the houses near to Costhorpe visible. Note how the land is visibly lower than the road.







Conclusions and recommendations

The green gaps and breaks in around the area are **integral to the character of the village**, serving to both bring the countryside into the more built up areas and as important wildlife corridors that connect habitats and spaces in the wider landscape. They also help to keep the Carlton in Lindrick as a distinct settlement, allowing it 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 set of functions** is paramount in the maintenance of the identity of the area; any new development within these gaps will have to be carefully designed to avoid damaging these spaces, and it may be **prudent to keep development away from these spaces all together unless it can be adequately demonstrated that harm can be minimised**.

For the gap between Carlton in Lindrick and Langold **development should be resisted all together**, as this area is the only physical break between the settlements still remaining and the built form along the Doncaster Road is such that should infil occur, then it would be difficult to tell where one settlement stopped and the other began.

The breaks along the Doncaster Road allow for long views onto the relatively undeveloped flood plains to the east, and these form an important part of the character of this area within the village. Where development to the east has occurred in the past, it has harmed the relationship between the settlement pattern and the underlying topography. **Closing these breaks would remove a key character-forming element from the village**, harming its identity. Should new development be allowed here, then it should be **done so in a way that does not harm this aspect of the village's character**.



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4 Village character

About this section

This section of the study aims to understand how the various elements that make up a village combine to form a distinctive built environment. 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, 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 various parts of Carlton in Lindrick have features which generate character and the aim of this section is to distil those to enable new development to maintain and enhance the feeling of overall settlement identity. To do this, each of the distinctive settlements is analysed to give 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.

The analysis in this document covers the following:

- Existing built up area
- Streets and spaces
- Boundaries and landscaping
- Plots and buildings
- Materials and detailing



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Settlement pattern

Carlton in Lindrick was, historically, a linear settlement, with built form sitting shallow to the main lines of movement, and with the village core clustering around the junction between Doncaster Road and Greenway. As the diagram to the right show, Doncaster Road runs along a local ridge, albeit a shallow one. The lanes that run to the east do so along local depressions, with Hodstock Lane cutting against the gentle slope in the landform. The shape of the historic settlement is therefore tightly associated with the underlying topography, the linear form being a direct result of the shape of the underlying landform.

Newer development site on gently rising land to the west, with the main streets such as Long Lane and Rotherham Baulk running perpendicular to the topography and side streets such as Beckett Avenue and Hawthorn Way running parallel with the topography.

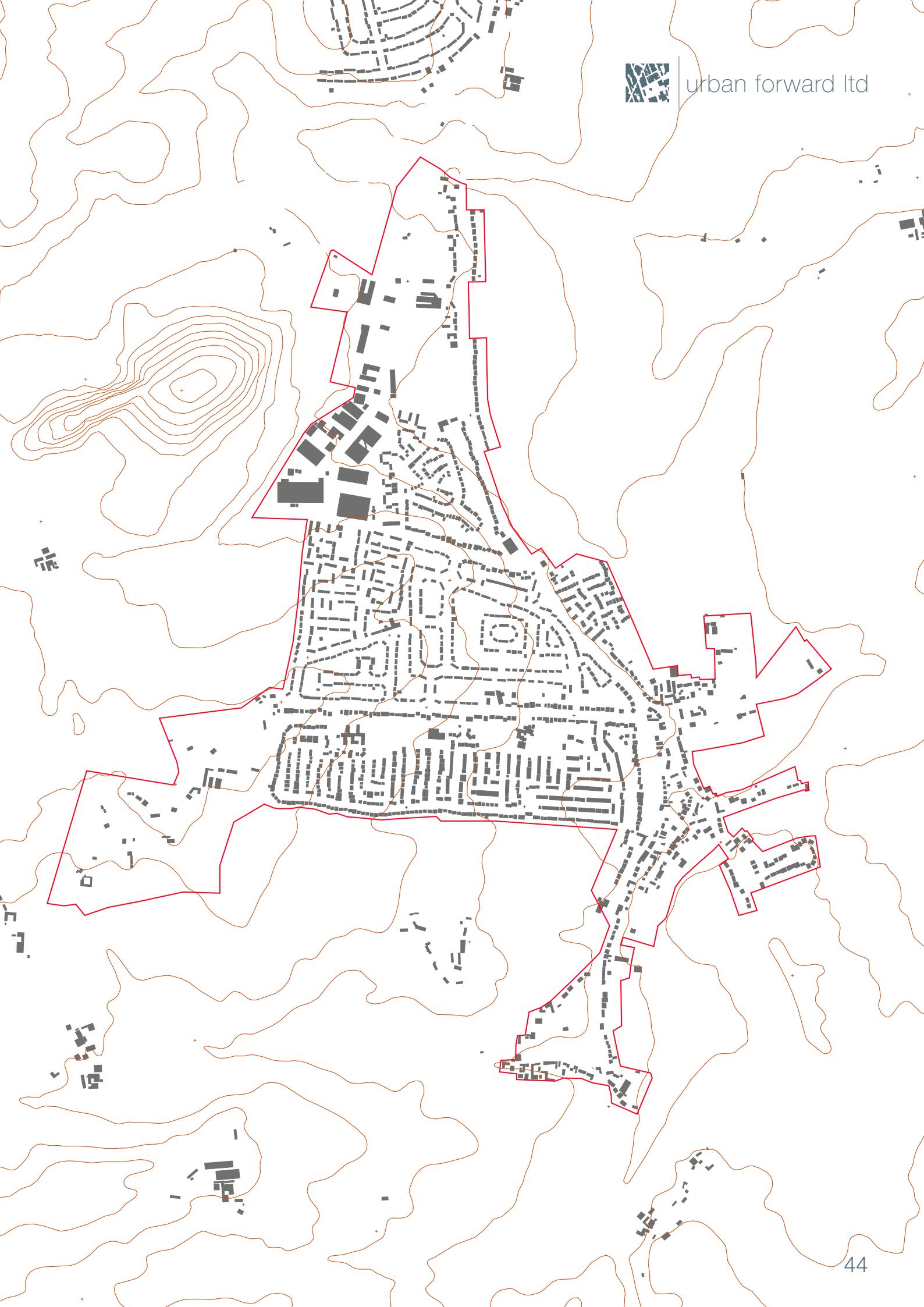
This gives rise to a pattern with two distinct aspects; linear, ribbon development along what can be termed 'global integrators', this is streets that link beyond the settlement to the wider area, and nucleated development for the newer part of town that has a deformed grid of interconnecting streets, but not streets that link beyond the local area.

One area that breaks the settlement pattern in an unusual way is the much newer development east of Doncaster Road, taking in Pinfold Drive, Greenfields Way and Plough Drive etc. Here, the streets still align with the topography in a similar way to streets in the rest of the settlement, but the location is unusual, with housing extending deeper into the open countryside to the east and development sitting entirely to this side of the Doncaster Road. The topographic survey shows that the development here occupies something of a plateau, with the land falling away more sharply from the Doncaster Road the further north you go. Indeed, development along the eastern side of Doncaster Road only occurs in places that are within 5m AOD of the level of the main street, which helps explain the gaps in development noted in the previous section. This gives a strong rationale in retaining these gaps; they are integral to the character of the settlement as they express how the settlement relates to the local topography,

Right: A 'figure ground' of Carlton in Lindrick showing only buildings and the settlement boundary overlayed on 5m topographic demarcations.



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Settlement pattern



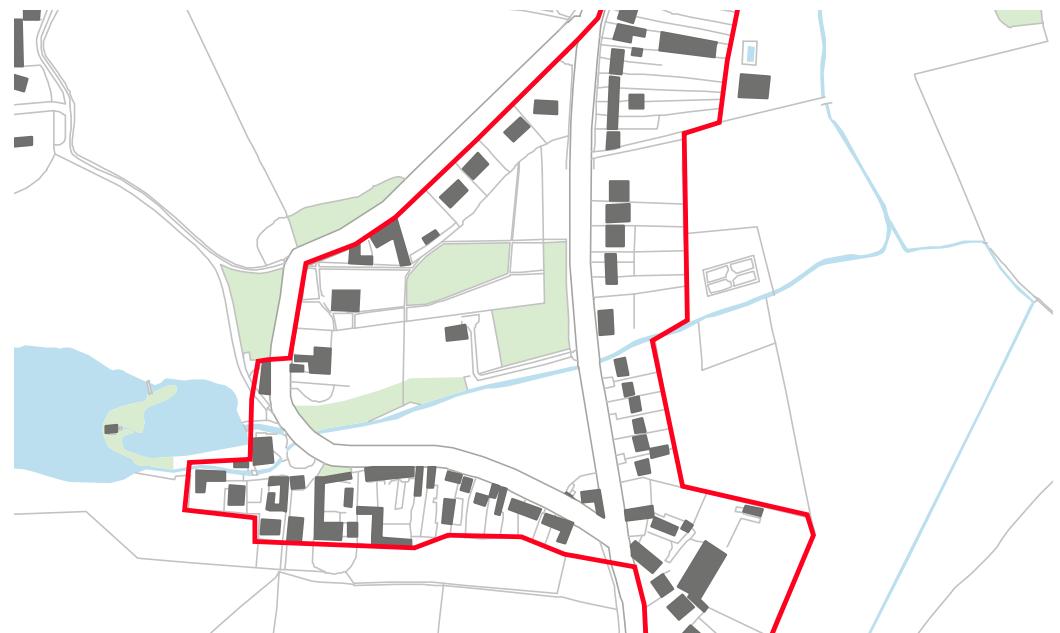
Left: Predominantly straight streets characterise the south of the newer village, with very few sinuous curves.



Left: To the west of the village, there is an example of a radburn layout, with streets running to the backs of buildings. This kind of pattern is no longer supported as good urban design best practice due to privacy and security issues.



Right: The conservation area is generally linear, with buildings following the line of the street and clustered around the spaces in the area.



Right: Centrally, the village is strongly geometric, which typifies post war development. Streets tend to be straight and based on a 'deformed' grid of interconnecting streets.



Existing built up area

The existing built up area of Carlton in Lindrick takes in a tightly confined, relatively new area of housing clustered to the west of the Doncaster Road and the old historic village, now a conservation area, that shows remnants of being a linear settlement. Industrial development can be seen on the north western edge of the village, to the back of Rotherham Baulk.

Functionally, the area of Costhorpe falls within the settlement, as it has coalesced with the main settlement to the south. Further along Doncaster Road, sporadic runs of housing can be found, and these were probably originally associated with the industrial development to the west.

The southern extent of the settlement is tightly bound the rear gardens of the houses on Windsor Road, and beyond that are fields and woodland. To the west, some farm buildings can be found extending into the open countryside but again, the main settlement stops abruptly along the back edge of houses to Knaton Road and Windsor Road as it loops northwards.

Right: The extent of the urbanised area of Carlton in Lindrick, including the conservation area to the south and Costhorpe to the north, bounded by the country park.



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Open spaces

Carlton in Lindrick is well endowed in terms of accessible countryside to its edges, with footpaths and bridleways to the east of the village that link through to flood plain of the River Ryton. To the south, open space around Church Lane and to the back of Windsor Road offers fields and woodland that is directly adjacent to the most built up areas. To the north, an important green corridor along the collection of ditches and dykes leading from Langold Lake towards the east gives routes that head out into the countryside beyond, and the country park has attractive woodland and walking routes.

These spaces are an important amenity for residents and there is scope to investigate linking them together with a circular walking route around the whole village. Do so would enable a fitness trail to be established, or a leisure cycling route for people not wanting to use the street system.



Left: Langold country park with routes extending along the hedges and ditches leading into the countryside beyond.



Left: The spaces adjacent to the conservation area, with walking routes and woodland areas.



Right: Looking across towards the back of Windsor Road, with little development visible against the green background.



Right: Doncaster Road passing through the Langold country park green corridor, with trees lining the street.



Conservation area

Carlton in Lindrick is home to a large conservation area, comprised of six different character areas. Most of the conservation area is open space associated with the great halls and large houses found here, although there are also dense areas of historical built form plus a village green. The character areas are:

- The Green
- High Road
- The Cross
- South Carlton
- Wigthorpe
- Carlton Hall and Park

An aspect covered in detailing within the Conservation Area Appraisal prepared by Bassetlaw District Council is the role of geology and landscape in influencing the settlement form, supporting many of the observations made in the previous section of this report relating to how newer parts of the village relate to their underlying landform.

The character areas within the conservation area demonstrate the importance of repeated elements in helping to generate a coherent built environment; too much variation or no unifying features would make it impossible to define character areas or manage them in a clear way; this is an important lesson for new development should it occur, and designers are encouraged to think about creating 'the conservation areas of tomorrow'. It may be that elements of the conservation area can be embedded within new development and used to anchor additions to the village to the overall character of the area.

Right: The extent of the conservation area of Carlton in Lindrick.



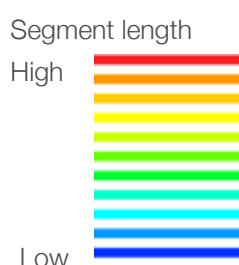
Streets and spaces

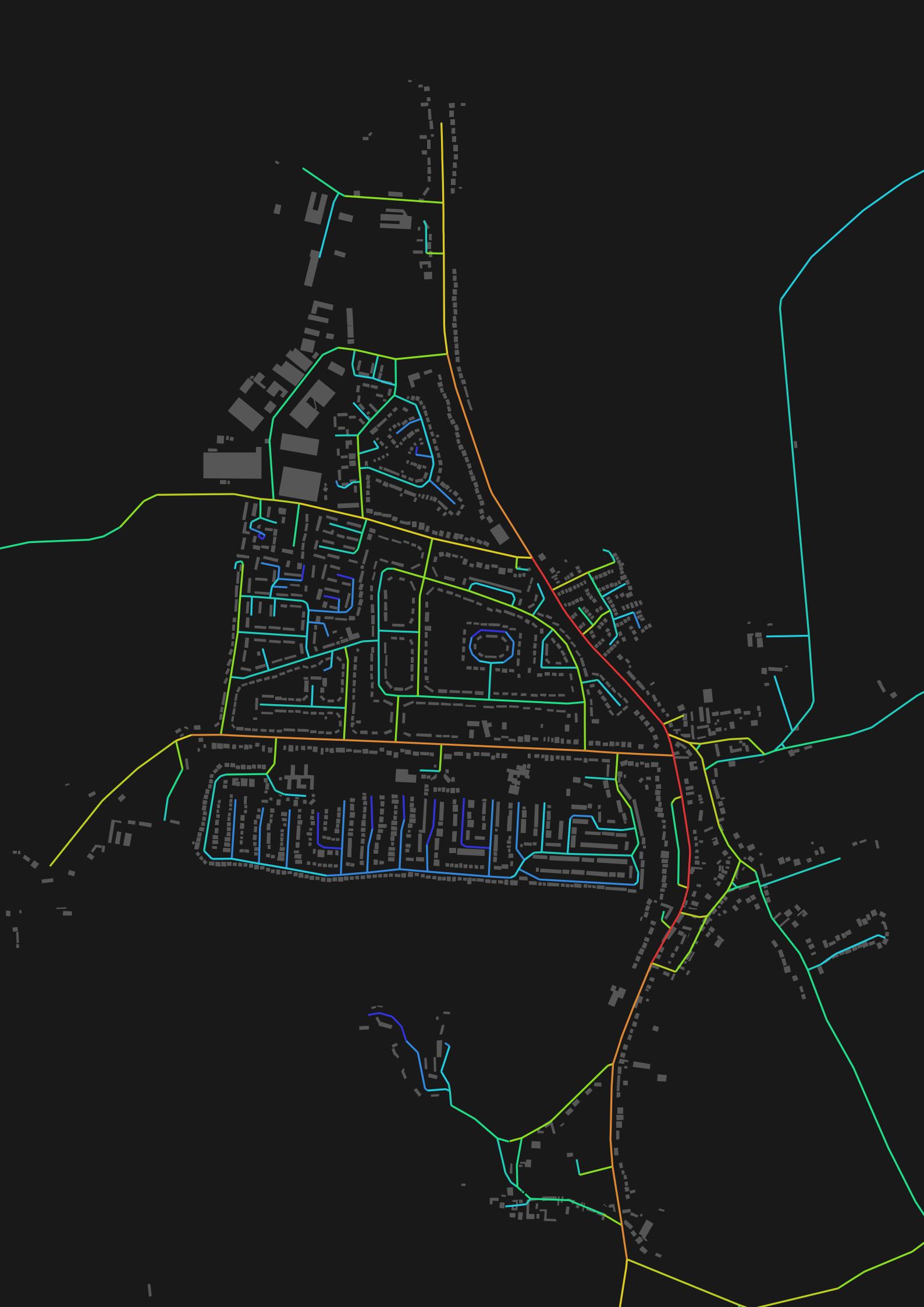
A key characteristic of places, often overlooked, is the role that street geometry and forward visibility has in helping to distinguish one place for another. Some villages are characterised by their narrow, winding lanes and compact feel, whilst others offer long views along their streets. Within settlements, the length of streets often helps people denote their important to either 'global' movement, that is getting to places beyond the settlement, or 'local' movement, that is spaces and streets within the settlement. Here, we have used street length analysis to help better understand how each of the streets in Carlton in Lindrick is formed, and to reveal patterns in geometry and movement function.

For the village, the streets that offer 'global' movement have the longest elements, with subtle deflections meaning they 'read' as a single entity as you move along them. Doncaster Road - the most important street in the bigger picture - is the 'warmest' street on the heat map. The second longest elements can be found on the highest order streets within the new village core. Long Lane and Rotherham Baulk show up having good sight lines and this helps users understand that these are important for getting in and around to the village. Back streets such as Richmond Road or Willow Avenue have the shortest sight lines, denoting their local rather than global function.

In this way, a pattern emerges; long sight lines are to be found on streets that take you either to other places entirely or to other parts of the village, very short sight lines denote only local movement. This is an important element for understanding street character in Carlton in Lindrick.

Right: A 'heat' map showing streets ranked by length.





Streets and spaces



Left: High Road as it runs through the conservation area in the village to the south, with straight segments and soft verges.



Left: Long Lane running gently up the slope, with very good sight lines and a high degree of uniformity.



Right: A uniform street, neat and orderly, defines streets such as Ramsden Crescent.



Right: Some streets, such as Le Brun Square, have verges to the front edge of the footpath, but no street trees.



Streets and spaces



Left: Formal green spaces, typical of post-war housing, can be found within the village such as this one on Westmorland Drive.



Left: The development to the very west of the village uses a 'Radburn' layout, which leads to low quality parking spaces and streets like this one on Oak Tree Rise.



Right: Oakham Drive is one of the newest streets in the village, and a lack of front gardens makes this street feel more 'hard' and urban than some of the older streets with verges and hedges.



Left: Long sight lines are a key characteristic of many of the streets, including lower order streets such as Windsor Road. A uniformity to the way buildings sit on the street helps to create some enclosure to the street edges.



Useful dimensions



Development to the south, with dimensions showing the arrangement along Arunel Drive and the newer development around Oakham Drive.



Dimensions for the centre of the village, with Oxford Road and Ramsden Crescent shown. Note the deep gardens to the main roads.



To the north of the village, the deep plots to Doncaster Road can be seen, along with the tighter, more dense development around Cumberland Close.



Below: Example dimensions for informing new plots and buildings in Carlton in Lindrick.

Key:



Plots

One of the more striking aspects of the village is the uniformity of plot types, along with a regularity to the distribution of different plot types that help to generate distinct character areas within the different parts of settlement.

Plots to the main streets are larger, with higher setback and a formal rhythm. Buildings face the front, with entrances placed to enliven the street. As you move to the back streets, plots tighten up, with a closer knit grain to the edge of the street and a higher building to plot ratio. This helps you to orient yourself within the village, with larger front gardens to major streets, and smaller levels of setback and gardens on side streets.

Front gardens are a key unifying feature within the village; most if not all properties have them and they add cohesion to the overall character of Carlton in Lindrick. Parking is generally on-plot to the side or front, with garages common. Back gardens with a decent amount of space, with shared back boundaries and very few instances of footpaths to the rear of plots.

The overriding impression across almost all streets within Carlton in Lindrick is repetition and uniformity. The conservation area is more varied, but still has clusters of repetition that help to give it its character areas. This is a useful element that could inform future development.



Right: High levels of setback denote major streets, with on-plot parking common.



Right: Generous on-plot parking can be found for many properties, with garages on some. Buildings face the front, with entrances generally visible from the street.



Right: Back streets have less generous front gardens, but still have space to park and a fair degree of setback from the street.



Boundaries and landscaping

Boundary treatments and landscaping can be extremely important features for defining a place's character, often being the glue that holds different development types within an area together. For Carlton in Lindrick, the main areas of uniformity are to be found in the plots but also the boundary treatments. The predominant treatment is hedges, often low and formally clipped monocultures. Some low walls can be found, plus some retrofitted fences. Where hedges have been removed or replaced with fences, there is scope for a reinstatement program to help re-unify the treatment across the village.

On some streets, no boundary treatments are present. Where open frontages have been used, this detracts from the overall character of the street. A simple low boundary treatment helps to hide parked cars and bins, and adds enclosure to the street edge.

An unusual aspect of Carlton in Lindrick is the lack of street trees. Where trees are visible from the public spaces in the village, they are planted within private plots. These are important features within the overall landscape of the village, and space should be provided for garden trees should new development be planned.



Right: Hedging features as the boundary treatment to many of the properties, which helps green the street and define the plot.



Right: Some properties have walls or fences to the front, but these are always low and some have planting behind, greening the street.



Right: On some streets, the plot boundaries have been poorly managed; where hedges remain, these are attractive. A reinstatement program might be of benefit to help regain some of the character of the village.



Buildings and materials

Most of the buildings in Carlton in Lindrick date from the early post-war period, and as such there is a high degree of uniformity for the built environment outside of the conservation area. Some later development from around the 1960's through to the late 1970's. Most buildings use simple red brick with some graining, steeply pitched roofs with concrete roof tiles or red clay pantiles, and brick detailing in coursing and quoins. Bay windows and portches can be found on the main streets, and most buildings have their roofline ridges aligned parallel to the street. Occasionally, some streets have repeated hipped roofs or some front-projecting gables.

Buff brick and tile hanging can be found on some of the later development, as can much shallow pitched roofs. Whatever the approach, clustering is a strong feature, with similar building types and materials often found occupying whole street segments. This helps to generate character within the street scene.



Right: Newer development features buff brick, shallow pitched roofs and some weather boarding or tile hanging.



Right: Most of the post war buildings have steeply pitched roofs, red brick and chimneys.



Right: Clay pantiles, bay windows and hipped roofs can be found, with buildings arranged in clusters of similar types to help create character.



Key findings and recommendations

Old Carlton in Lindrick is historically a linear settlement, but newer development is nucleated, with development based on a interconnected, deformed grid. The alignment of the streets is dictated by the topography, helping to maintain the relationship between landform and development pattern. Should new development occur in Carlton in Lindrick, then it should **respect this relationship and use topography to influence the street pattern. It should also use an interconnected system of streets, with sight lines based on a careful study of the existing streets.**

The green spaces surrounding the village are as much a part of its character as the townscape, and there is scope to improve the current walking and cycling routes in the area. Ensuring that these are accessible should be a key management consideration, and thought should be given to connecting the various open spaces around the village together to form a network of amenity spaces for the residents.

The streets in the village have an important role to play in generating the character of the village, as they are relatively uniform and share many features across the various areas of the settlement. They are neat and orderly, generally straight and with a regularity to their dimensions. Should new streets be planned, then they should avoid sinuous and disconnected layouts, instead using the approach found across the village.

The plot range in Carlton in Lindrick is very narrow, and the arrangement is relatively uniform across the village, helping to build a cohesive character. Buildings face the front, with space for parking within the curtilage. New development should **allow for parking within the plot and should establish a positive relationship between buildings and the street.**

Almost all parts of the village have a clear boundary treatment that helps define public and private spaces within the village. There is also an abundance of front garden space that allows for trees and other landscaping within private plots to impact positively on the street scene. **New development should employ clear boundary treatments**, either in low brick walls or in hedges, and trees should be planted within front gardens in places where they can be seen from the street.

There are a narrow range of building styles and materials within Carlton in Lindrick, with most buildings featuring simple detailing, brick detailing and chimneys. The use of red brick and red pantiles or concrete tiles for the roofs, some bay windows and clusters of similar buildings found on street segments helps to create an overall character for the village, even if parts of it differ from one another. **New development should keep to this simple range of materials and styles to reflect the existing character of the village, and should use clusters of similar buildings within the street scene, avoiding overly complex approaches to design.**



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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.

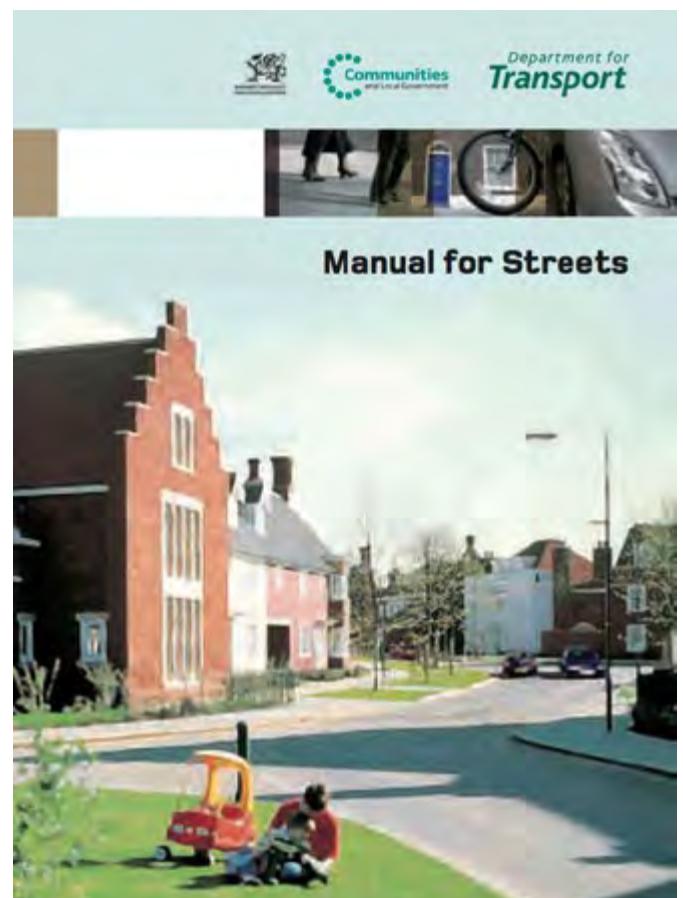
For example, it showed that, when long forward visibility is provided and generous carriageway width is specified, driving speeds tend to increase. This demonstrates that driver behaviour is not fixed; rather, it can be influenced by the environment.

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.



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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:

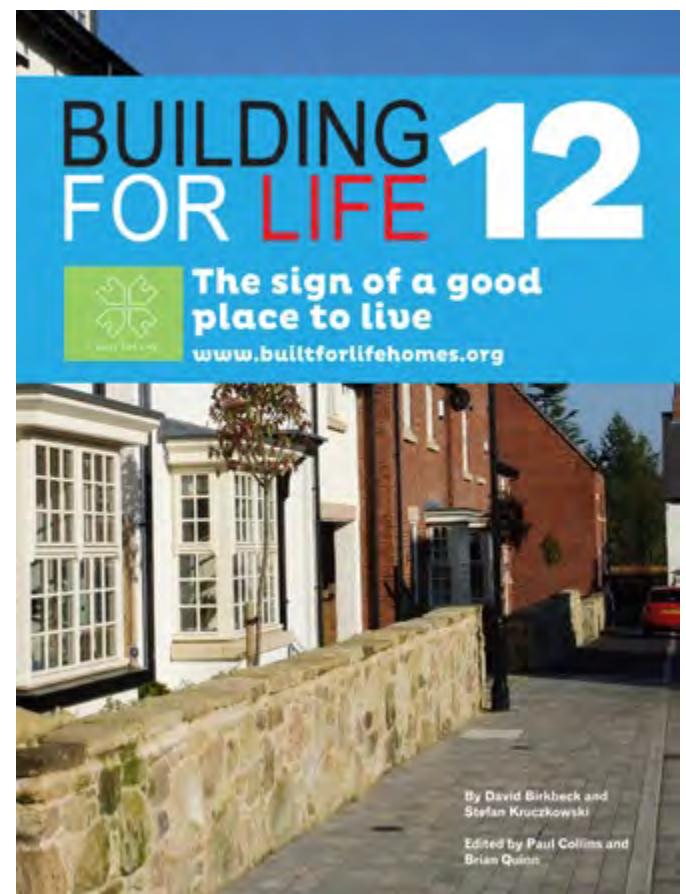
- Secure as many 'greens' as possible,
- Minimise the number of 'ambers' and;
- Avoid 'reds'.

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.



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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 from 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 shop fronts 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.



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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 Carlton in Lindrickders 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.

urban forward ltd
The Studio
122 Newland
Witney
Oxon OX28 3JQ

w: www.urbanforward.co.uk
e: info@urbanforward.co.uk
t: +44 7980 743523
 [@urbanforward](https://twitter.com/urbanforward)



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