



RANSKILL

DESIGN GUIDE

NEIGHBOURHOOD PLAN



Quality information

Document name	Ref	Prepared for	Prepared by	Date	Reviewed by
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St. Barnabas's Church

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WELCOME TO

RANSKILL

MEDIEVAL RAVENSKELF-THE RAVENS' RIDGE

1.0 INTRODUCTION



1.1. Background

The Ranskill Neighbourhood Plan Steering Group (NPSG) are seeking to influence the quality of development within their Parish via the process of producing a Neighbourhood Plan. This will be put to a referendum within the Parish area and adopted in due course, subject to a referendum.

Ranskill is a service village in Bassetlaw. They have an appetite for development within the Parish however, they want to ensure that the development is in keeping with the village to maintain the *sense of place* and community within the village.

Locality run the neighbourhood planning programme on behalf of the Ministry of Housing Communities and Local Government (MHCLG). Through this support programme, AECOM Urban Advisory (the lead author of this report) has been assigned to the Ranskill group to help produce design based evidence for their forthcoming Neighbourhood Plan.

1.2. Purpose and Scope

The broadest purpose of this report is to provide an evidence base for the NPSG to develop their Neighbourhood Plan but the specific focus of the report is to assess the feasibility of these key sites for the village and provide overarching design principles that consider the access, layout, scale, landscaping and appearance of future development. The aim of the guidance is also to influence the sustainability of proposals and help to show how they will be in keeping with and add positively to the character of Ranskill.

1.3. Methodology

The following steps have underpinned the understanding of place and engagement with the NPSG;

Inception phone call with NP Group chair on scope and background

- Inception meeting with NP Group and planning consultant;
- Parish walking tour and photographic site survey;
- Local planning policy and guidance review;
- Desktop village frameworks survey;
- Desktop Characterisation study; and
- Desktop Site Assessments;

1.4. Document structure

The following section headings make up the structure of this report;

- Introduction
- Assessment
- Characterisation Study
- Site Design Guidelines
- Next Steps

1.5 Parish Area and Potential Sites

Ranskill is a village and parish in the Bassetlaw district of Nottinghamshire, England. The parish of Ranskill is also designated as a Neighbourhood Plan area. The population of Ranskill is approximately 1,362 people (2011 census).

The adjacent parish-wide plan highlights the parish boundary, village extents, potential sites, listed buildings and two Sites of Special Scientific Interest (SSSI) - Mattersey Hill Marsh (south-east) and Scrooby Top Quarry (North). An 'Indicative Green Gap' is shown between Ranskill and village of Torworth to the South.

The sites assessed within the Parish in this report are known as; NP18, NP19, NP24 (all housing sites to the north-west) and NP25 (a potential employment site to the south-east of the village) - see plan.

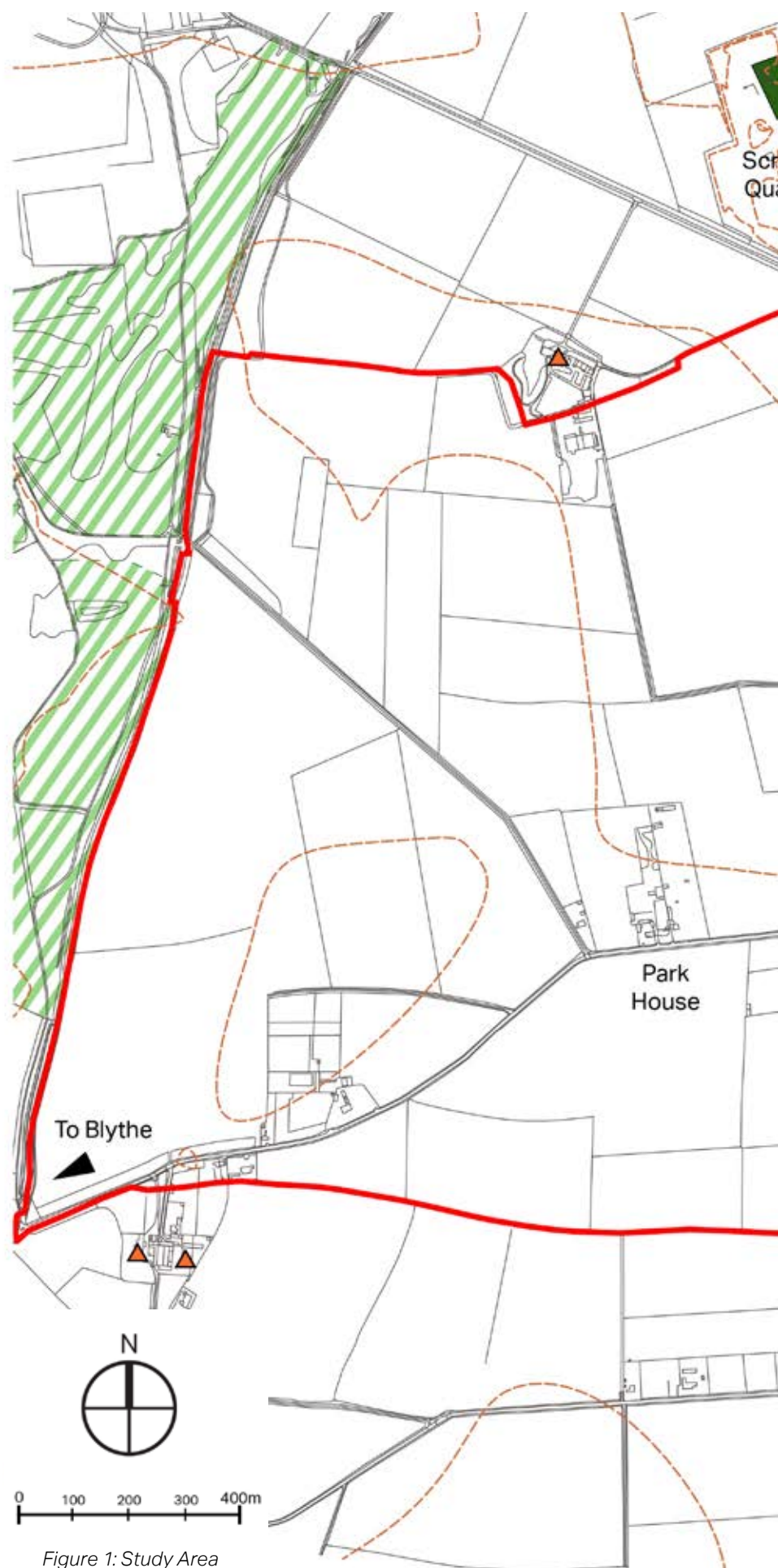
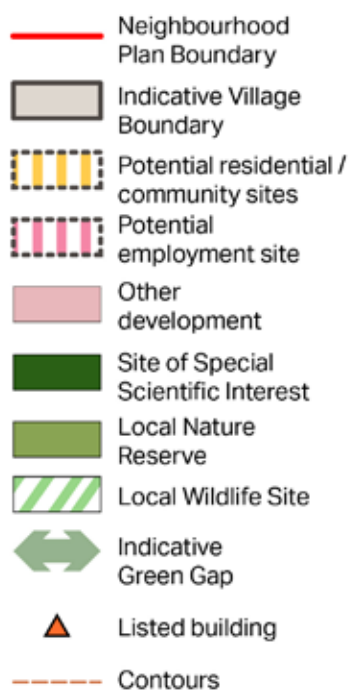


Figure 1: Study Area



1.6 Policy and Guidance

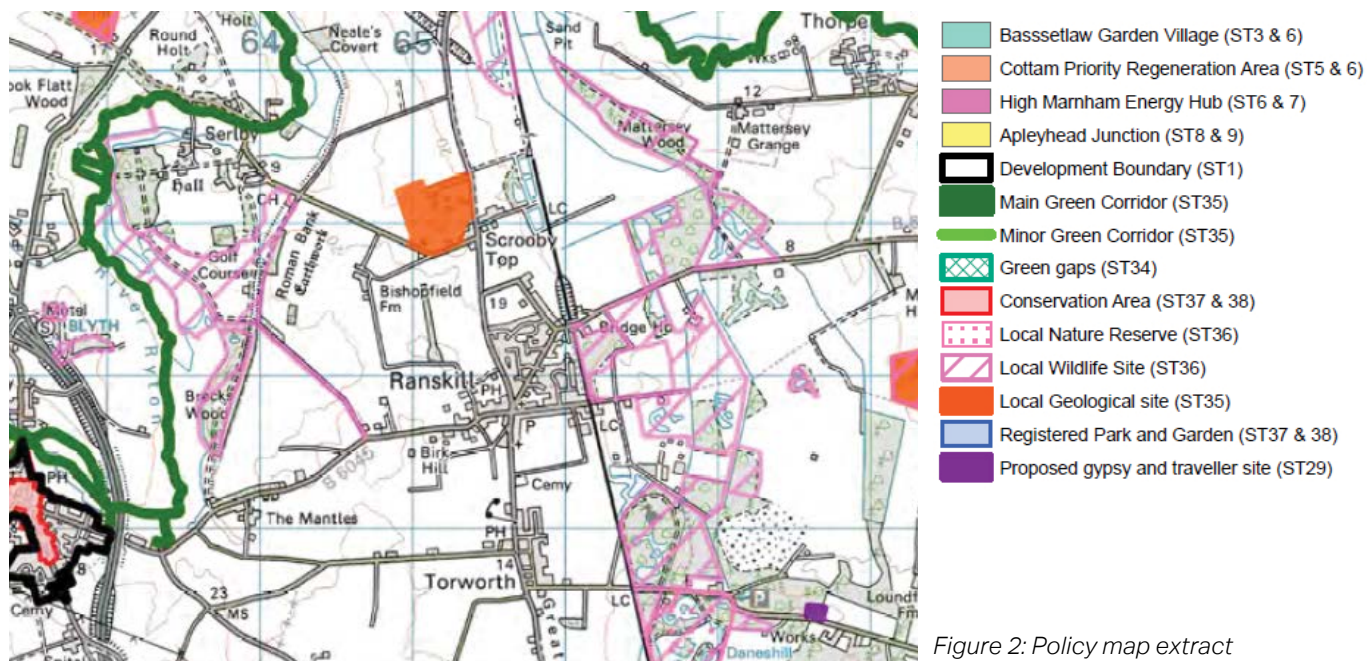


Figure 2: Policy map extract

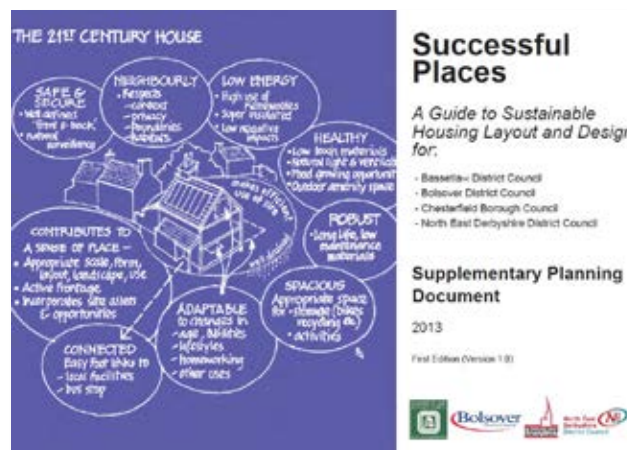
The following planning policy and guidance have informed the preparation of this report and should further inform any future proposals in the Parish also.

- **National Planning Policy Framework (2018)**
- **Draft Bassettlaw Local Plan (January 2020)**

For relevant policy extracts see Appendix A.1.

- **Successful Places: A Guide to Sustainable Housing Layout and Design (SPD, 2013)**

This key document outlines sustainability and housing layout design guidance.



Other Design Guidance and Sustainability standards:

- **National Design Guide (2019)**
- **Building For Life 12 (3rd Ed. 2015)**
- **Future Homes Standard (emerging to 2025)**



2.0 PARISH ASSESSMENT

2.1 Settlement Origins



Figure 3: Ordnance Survey map 1885 (CC)

Settlement Origins

2.1. Settlement Growth

Ranskill is a village and civil parish centred on the Great North Road in the Bassetlaw district of Nottinghamshire. Its conception dates back to the Danish invasions during the 9th century, the name derived from 'Ravenskelf' meaning shelving knoll/ridge of the raven.

At the time of the Domesday Survey the Lord of the Manor was the Archbishop of York. The inn, Methodist chapel, reading room and St. Barnabas date from the mid-to-late 19th century. There was also a railway station in Ranskill in 1852 offering ½ hourly services to Doncaster on the East Coast Main Line which led to expansion of the village to the east. This is no longer an active route or station.

2.2. Settlement pattern

The settlement we know today was formed and grew around the cross-roads of the Great North Road (London to Scotland), the Blyth Road (west) and to Mattersey Road (NE) and Common Lane (latterly becoming Station Road). This confluence of routes was focussed around the stables and inn on the Great North Road that would have services coaches. Monks were also known to pass through from Blyth to Priory (Mattersey). The church of St Barnabas was built in 1878, originally as a chapelry of Blyth.

Until the mid-twentieth century development was predominantly linear along these highways, extending further east at the time of the railway's introduction in the mid-19th century.

2.2 Landscape context

The landscape character (Idle Lowlands) within which the village is set is gently undulating with a gentle fall from west to east of about 10m across the village.

The village is immediately surrounded by enclosed fields and woodlands with the smaller settlement of Torworth 500m to the south separated by several plots and a cemetery, forming a green gap. To the east the village (beyond the railway) lies

several woodlands, local wildlife sites, lakes and fisheries, which contrasts with the relative openness to the west.

Mattersey Hill Marsh Site of Special Scientific Interest (SSSI) is a key landscape feature 1km east of the village, approximately 280m east of an employment site. Daneshill Local Nature Reserve abuts the employment land to the southern edge.

There are a number of views marked up on the adjacent plans which are identified as important by local residents and/or relate to the potential development sites.



Figure 4: Landscape Context





2.3 Movement and streets

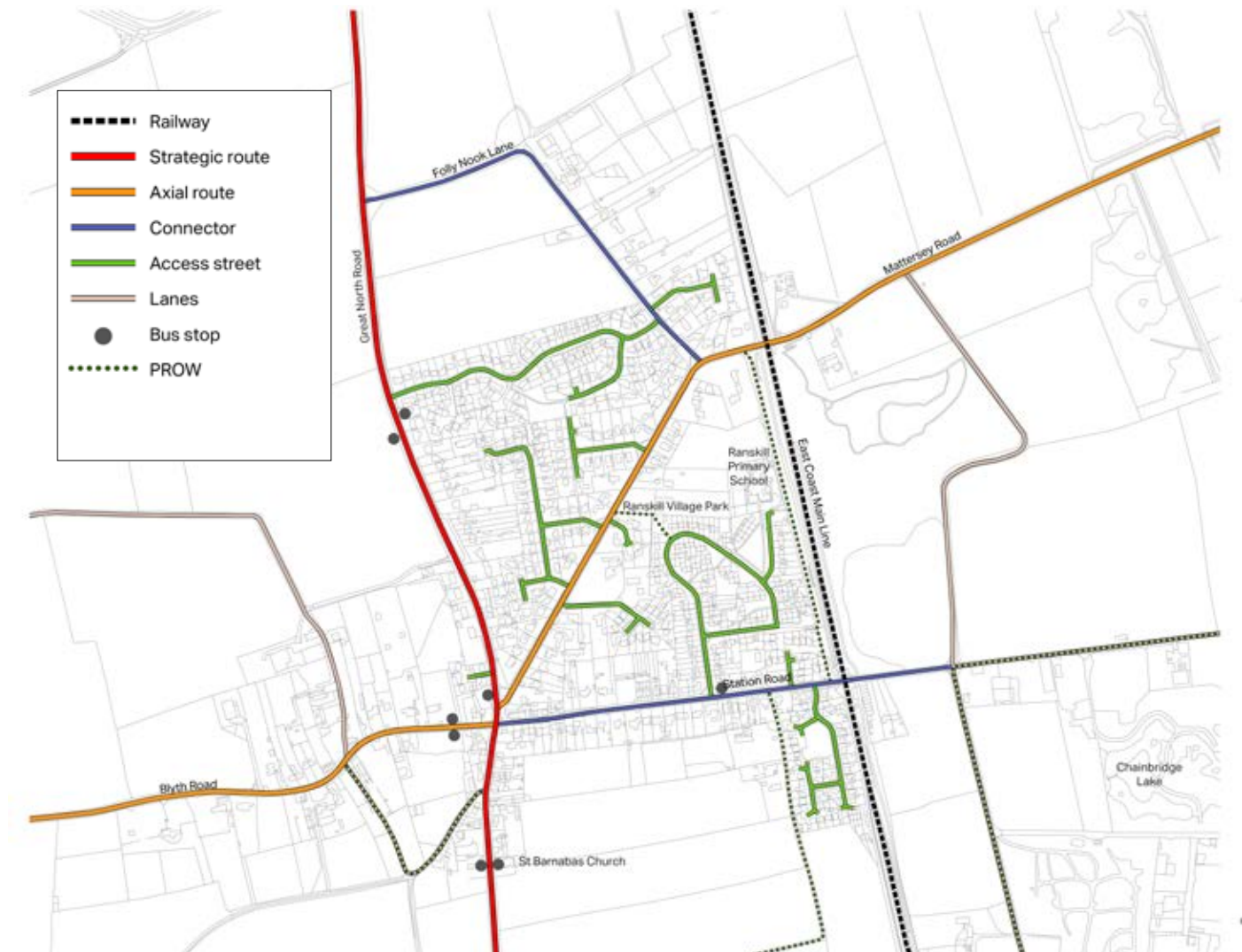


Figure 5: Street hierarchy, public rights of way and public transport (bus stops only)

The village is connected, via the road network, with; Bawtry, Blyth, Worksop and Retford and many other surrounding settlements. The village is established on the intersections of the A638 (Great North Road) and Blyth / Mattersey Roads. These connections create good links with motorways (A1/ M1) 4.5km to the west and regional destinations (Doncaster -17k and Nottingham 48km). Station Road and Folly Nook Lane complete the connected structure of the village. The remaining streets are for access to housing developments and various closes.

There are also several non-vehicular routes including Public Rights of Way (PROW) and various lanes which run within and around the village providing connectivity between the

different 'wedges' of the village and also to the surrounding countryside. There is PROW connecting south of station Road to the cemetery. The PROW running alongside the railway line (west of) and the PROW through the village park are key links to join up the village park and primary school with the wider village. Future development sites must be mindful of supporting and extending this network where possible.

The railway station is long closed and no longer stops at Ranskill. Retford and Worksop are the nearest mainline stations about a 10 or 15-minute drive away. Buses follow the Great North Road and Blyth-Mattersey Road. There is a level-crossing of the railway line on Station Road and a road bridge crossing via the Mattersey Road.

Street hierarchy guidance:

The following characteristics are applicable to new developments where they relate to the existing street hierarchy of the village.

- i) **Strategic Route:** Here the *highway function* does compete with the *place* function, creating a degree of conflict for local users. Carriageways and junctions should be reduced in size to slow speeds and aid pedestrians and require rebalancing spatially with more space for footpaths, safe crossing points on key desire lines, room on carriageways for cyclists and incorporation of planting to help regulate the environment; avenue tree-planting on the approach to the village would create an attractive gateway
- ii) **Axial Route:** Also providing a strategic movement function the layout should be balanced with local pedestrian and cyclist movement requirements. These key, well-connected routes would benefit from care for their historic character minimising highway infrastructure dominance with space for planting to soften the environment and add attractiveness for pedestrians and cyclists to forgo private vehicles on their shorter local journeys;
- iii) **Connector:** Provides a link to local employment area/ fisheries and requires improved cycle and pedestrian infrastructure to benefit these modes and calm traffic due to the existing long straight alignment. Hedgerow boundaries and planted verges are encouraged to maintain an attractive residential environment and a good degree of building enclosure to signal to passing employment traffic that it should drive courteously within the host village;

iv) **Access Street:** Typical residential access streets, often oversized, require more intimate design measures to reduce scale and favour pedestrians and cyclists first. Allowances for service vehicles should comply with regulation but be dealt with sensibly to avoid gaping junction mouths and minimise excessive infrastructure provision in order to retain a sense of place commensurate with a historic village and place for people;

v) **Lanes:** More rural in nature, these are informal streets which relate to both the village and the surrounding landscape and should retain their hedgerows and planted verges to keep a transition to the landscape. Strict compliance with double sided footpaths cannot be expected but creative measures to increase cyclist and pedestrian safety, that do not erode character (e.g. natural material build-outs or planted verges rather than gaudy signage) must be considered if possible.

See Section 3 for typical street sections within Ranskill.

New development access streets:

This guide does not exclude additional street typologies that accord with the [Manual For Streets \(2007\)](#) guidance for new development - generally these should be intimate scale residential access streets. Larger development should have a clear hierarchy of streets that; are designed for people first and vehicles second, integrate landscape and planting and are defined by buildings



Example: Intimate scale shared surface street (width - 12m)



Example: Intimate scale edge lane (width - 6m)

2.4 Village structure: Facilities and open spaces

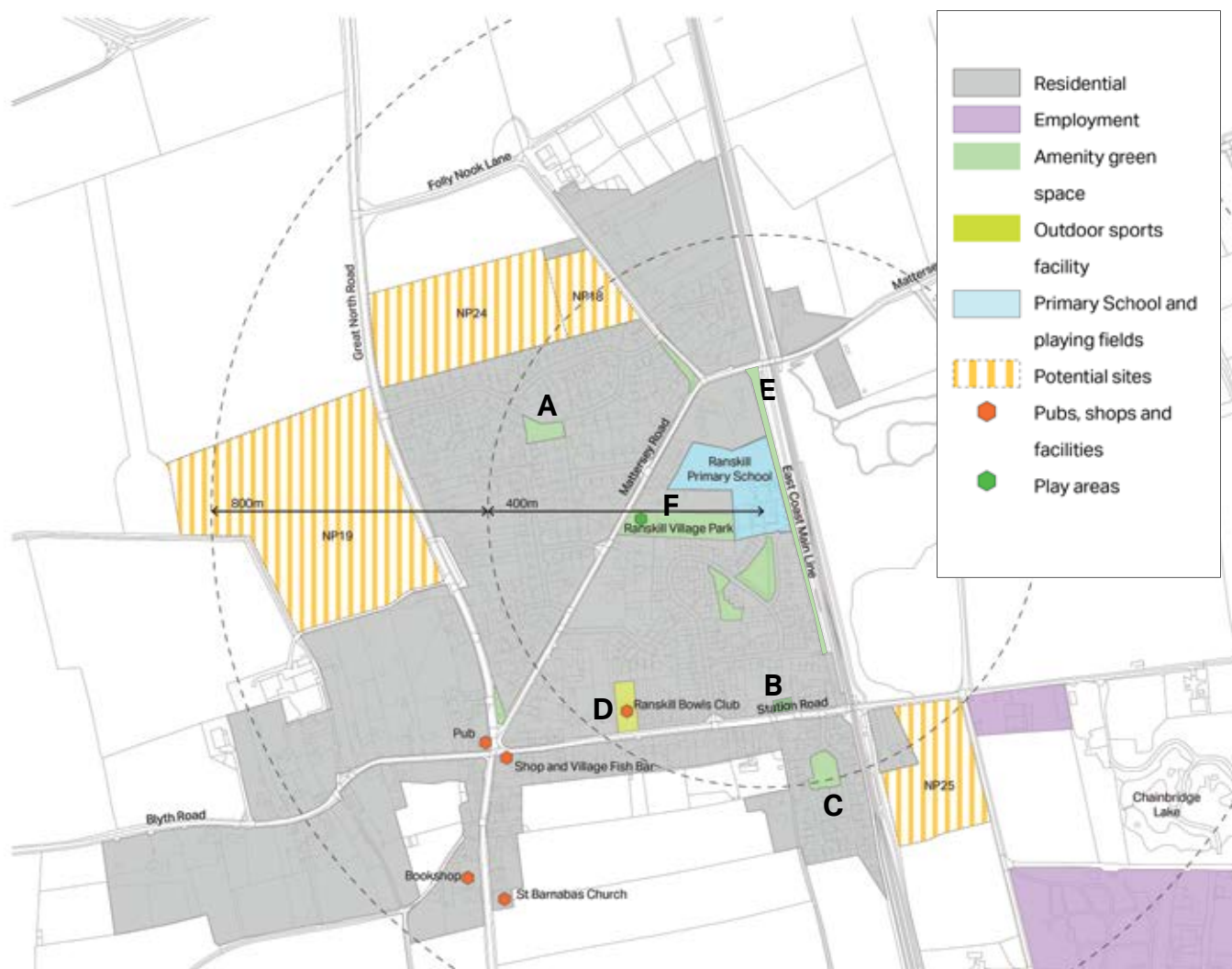


Figure 6: Village Structure

Ranskill is predominantly comprised of residential homes from different eras and several businesses. The majority of the village's local amenities are within a comfortable walking distance to most homes as highlighted by the 400m walk-bands on the above diagram, although somewhat dispersed. The village has a local store, takeaways and a recently taken-over public house preparing to reopen. There is also a primary school (with a day nursery), St. Barnabus' Church, bowling green, and a park with children's play equipment / MUGA and grassed pitches. The main playing field in the village belongs to the school. The bowling green hut is available for meetings but there is no village hall currently and this is high on local residents list of needs for the village.

The pattern of open spaces is similarly dispersed and the above diagram highlights the key spaces that are of great value to the village. These include a mix of formal play and informal recreation opportunities and amenity spaces.

The Mayflower themed play-ship is an excellent example of place making by incorporating local history in design; many of the influential Pilgrims who sailed to America on the Mayflower (now almost 400 years ago) were from north Nottinghamshire and the surrounding area. Further opportunities to interpret local history and celebrate local distinctiveness in public art and design are sure to be most welcome in the community.



2.5 Built form, heritage and Legibility

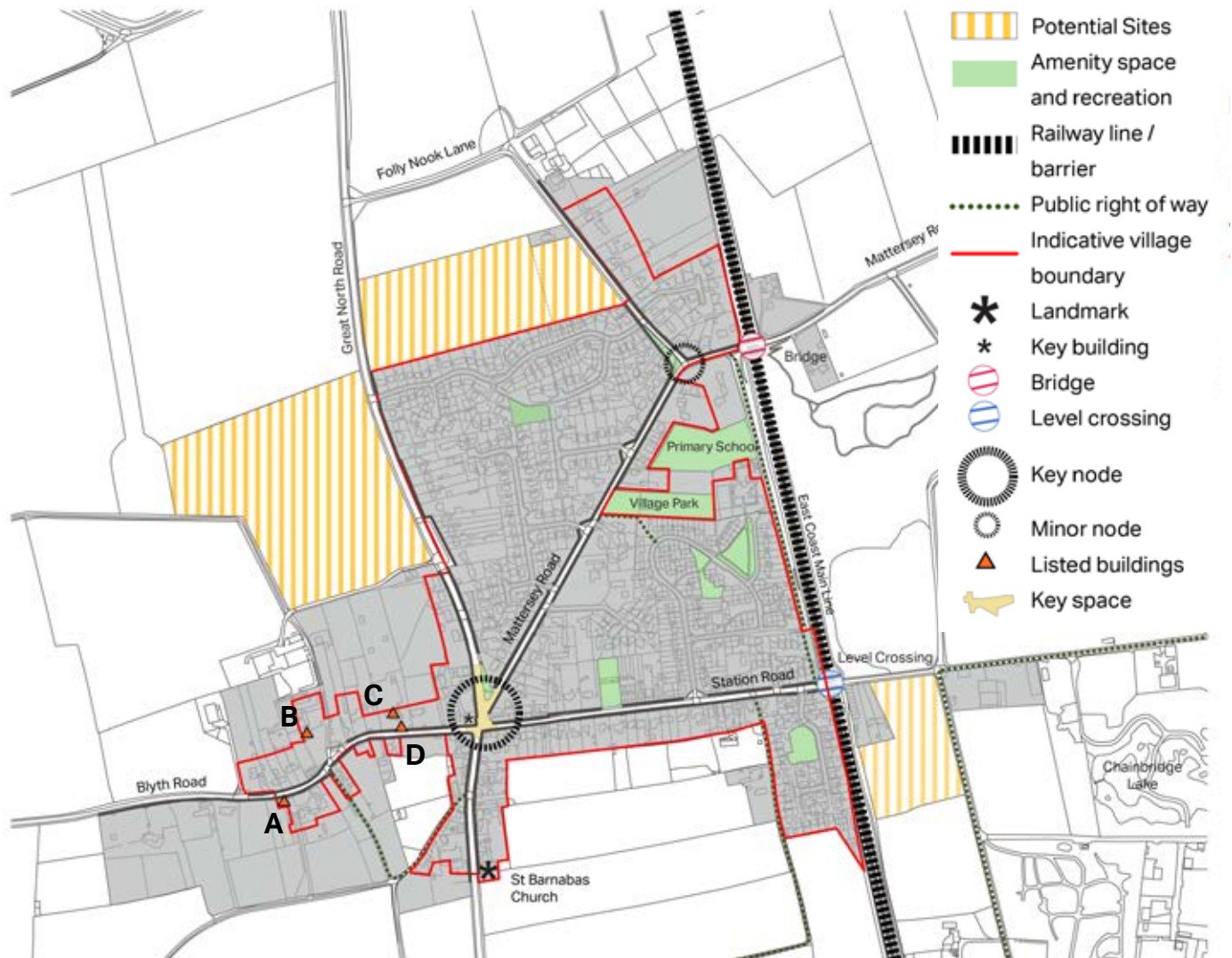


Figure 7: Built-form, heritage and Legibility

There are four listed buildings and no designated Conservation Area in Ranskill. The historic core is based around the cross-roads and extends south and west. There are circa 30 non-designated heritage assets, mostly within this area. The images of these buildings to the right demonstrate that Ranskill has a rich history and many historical assets which should be protected. The architectural detailing seen on many of the historic buildings in Ranskill could be used as precedents for detailing on future development. However, the designers should be careful not to replicate styling as a pastiche as this may undermine Ranskill's historic character.

Although having few landmarks, the structure of the village is easily understood based on forward visibility and clear frontage definition on the axial routes and also glimpses and key views to the wider surrounds. The long straight streets could contribute to speeding traffic and the public realm is not generous for pedestrians. The village could celebrate its character and identity if it had a public park or village square with higher quality materials across the public realm at key locations e.g. at the main cross-roads of Blyth Road and Great North Road and the small village green here, alongside another similar scheme to the north east at the Folly Nook Lane 'node' or junction to foster a sense of arrival and village environment.



A
Old Poplar Farmhouse - Grade II Listed
(copyright Alan Murray-Rust)



B
High House Farmhouse - Grade II Listed



C
Old Hall - Grade II Listed



D
Pigeoncote At Old Hall - Grade II listed

Figure 8: Listed buildings

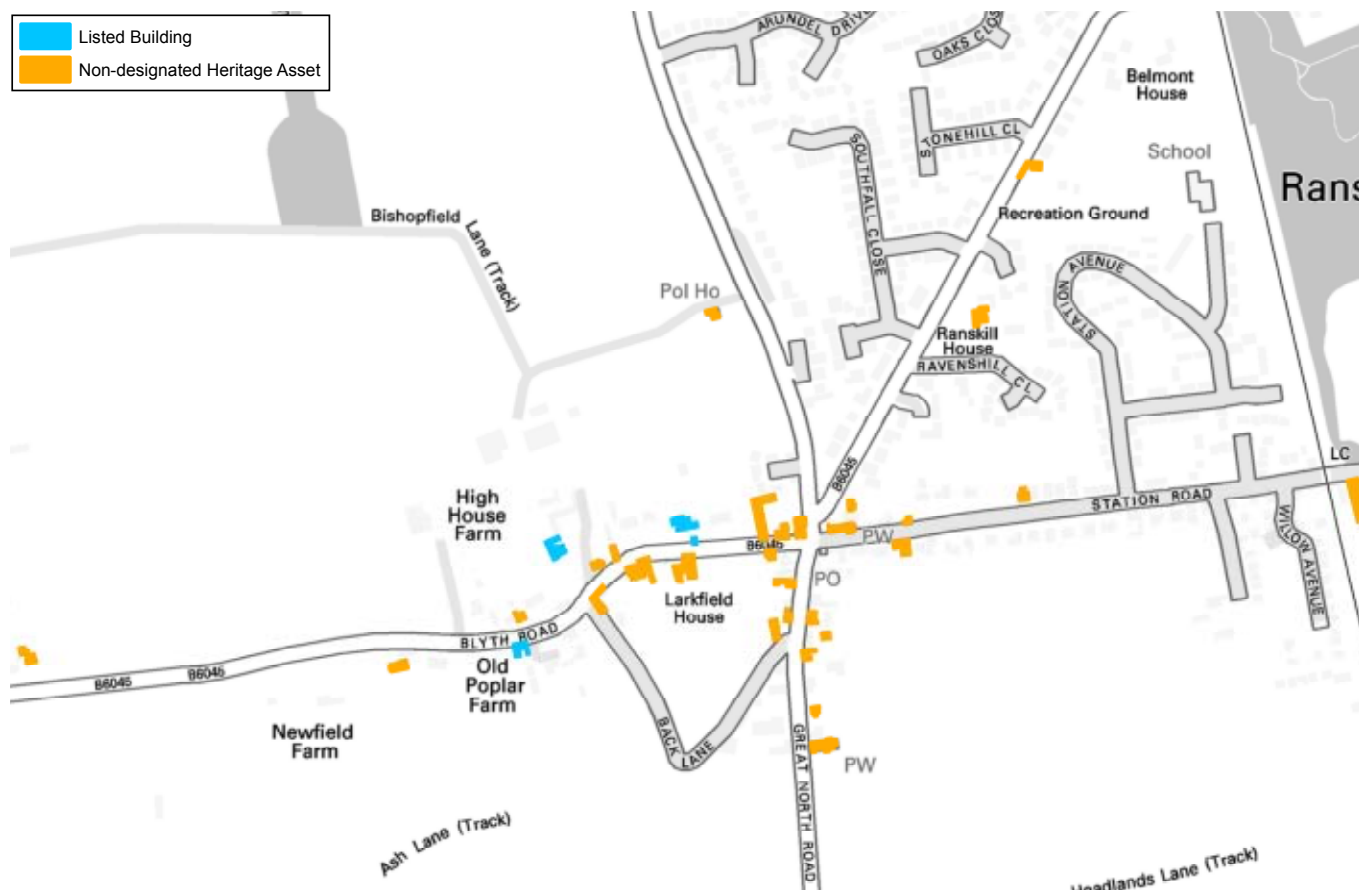


Figure 9: Listed Buildings and Non-Designated Heritage Assets

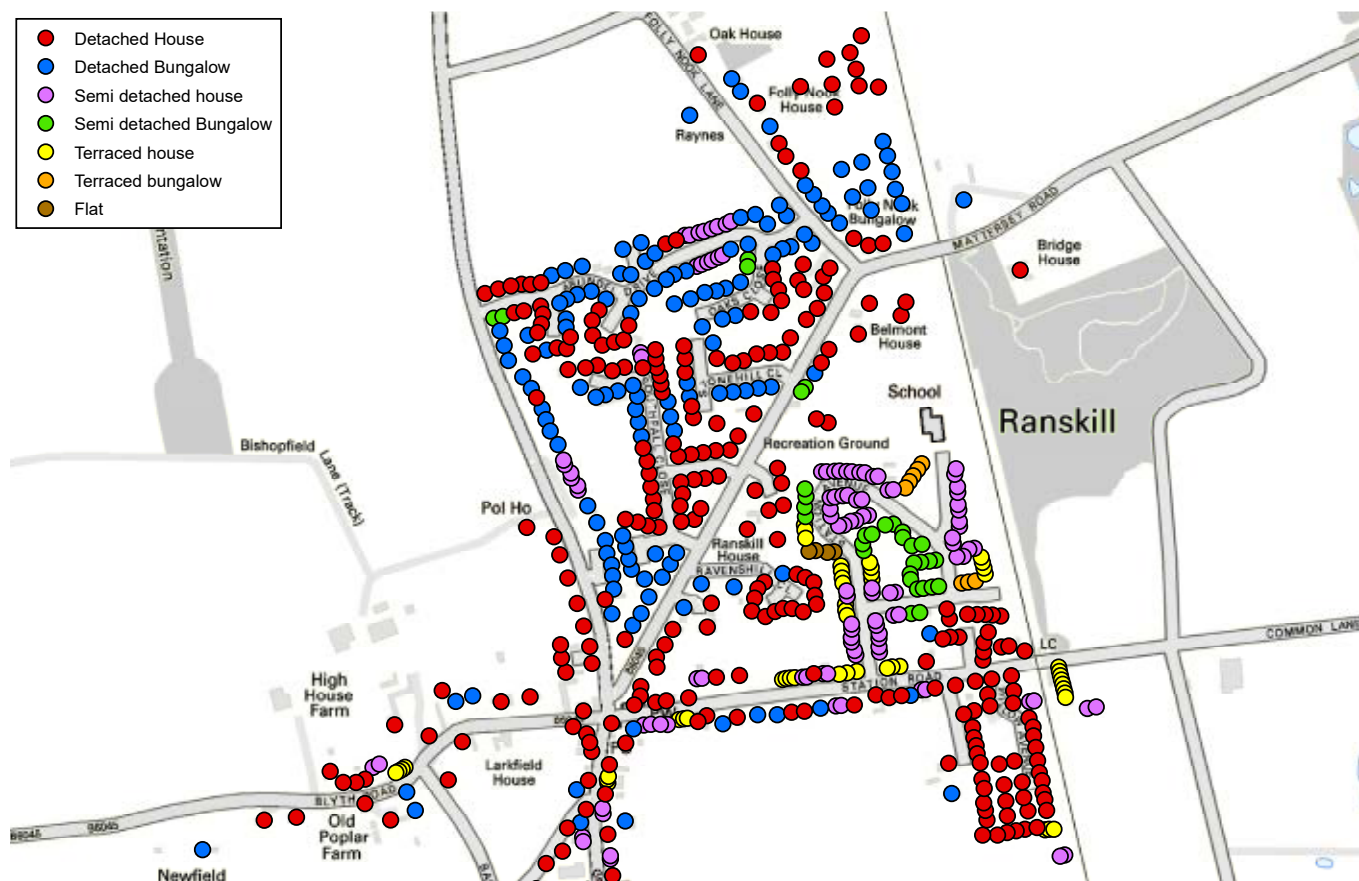


Figure 10: Ranskill House types (2020)



St. Barnabus' Church (view from cemetery)



Reading Room (1891)



The Old Vicarage



The Old Parish Hall



North Road Farm

Figure 11: Non-designated heritage assets photographs

2.6 Further considerations

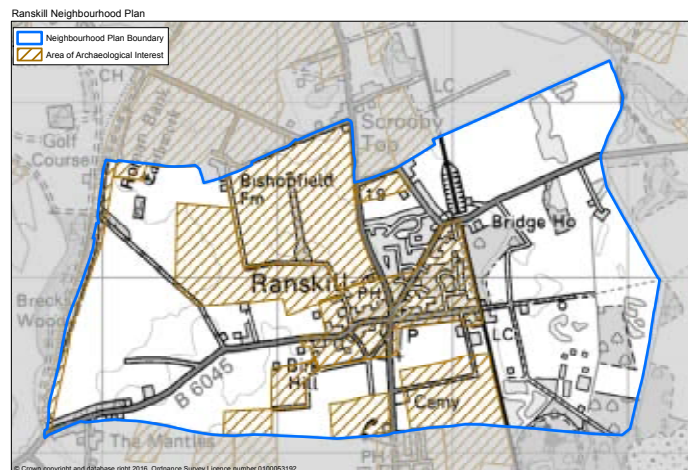


Figure 12: Archaeology (thumbnail)

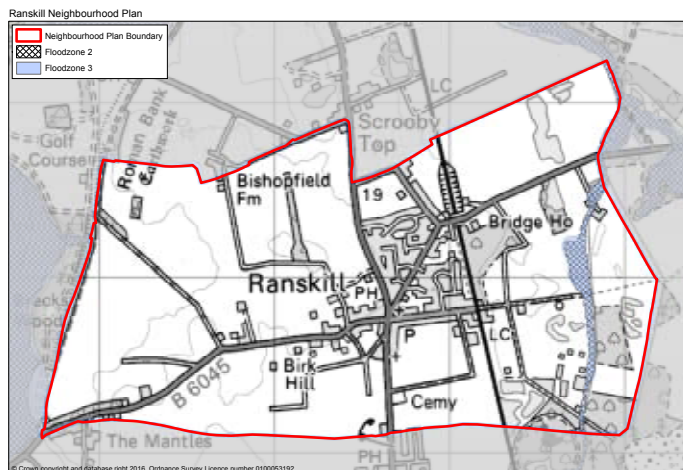


Figure 14: Flood Zones (thumbnail)

Ranskill Neighbourhood Plan

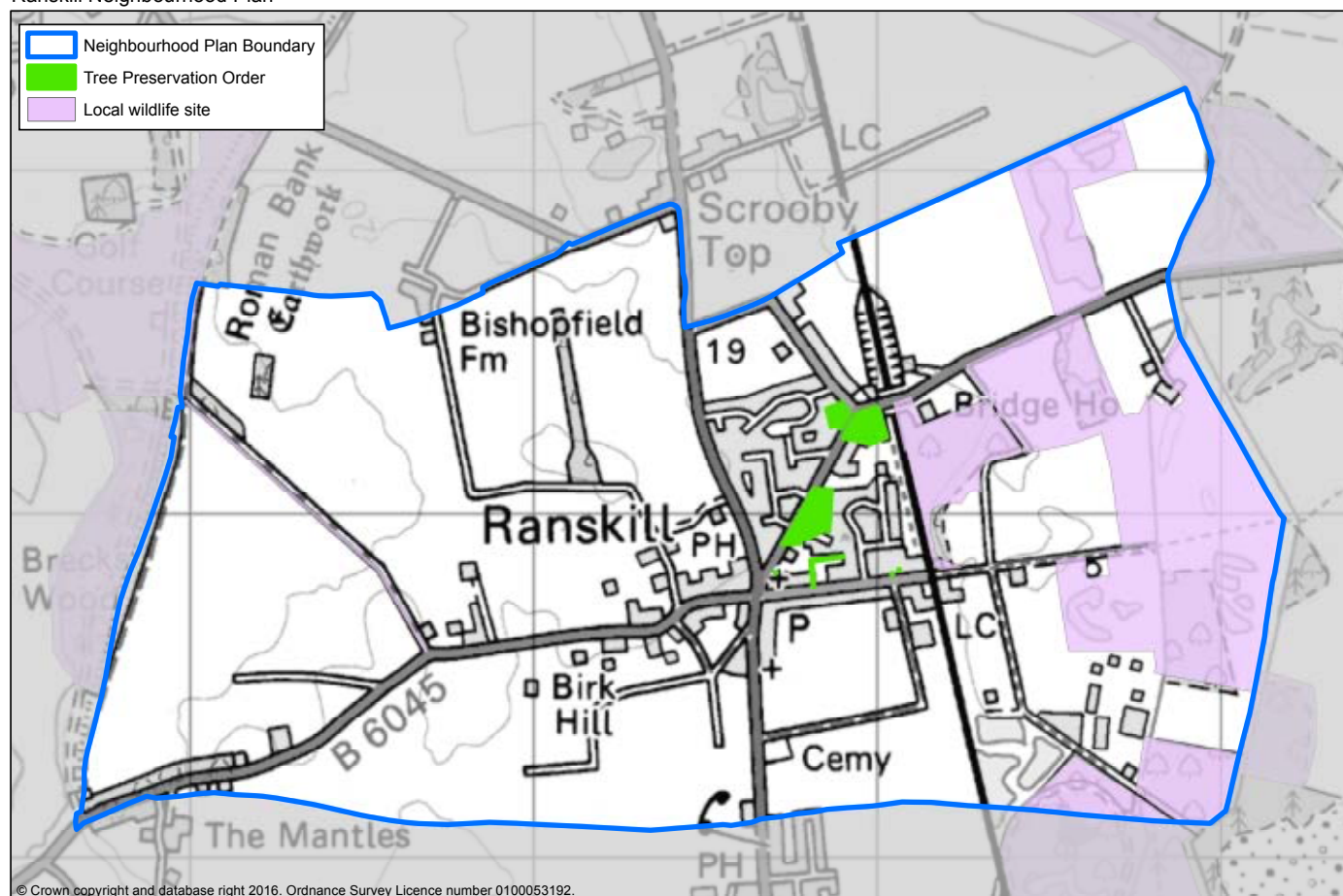


Figure 13: Tree preservation orders and Local Wildlife Sites

The adjacent plans have been produced by Bassetlaw District Council and are included to note further specific opportunities and constraints that future development within the Parish should be mindful of, including extensive Areas of Archaeological Interest (AAI) to the south and west and noting a sliver of Flood Zone 3 lying east of the village.

Of particular importance is the Tree Preservation Orders (TPO's) within the village and designated Local Wildlife Site which surrounds much of the eastern extents of the Parish. Biodiversity is recognised as being vitally important to all of our futures and must be considered within the context of any new development. Hedgerow boundaries and margins are of particular importance in this kind of rural village setting.





3.0 CHARACTER GUIDANCE



Figure 15: Figure ground comparison study

3.1 Introduction

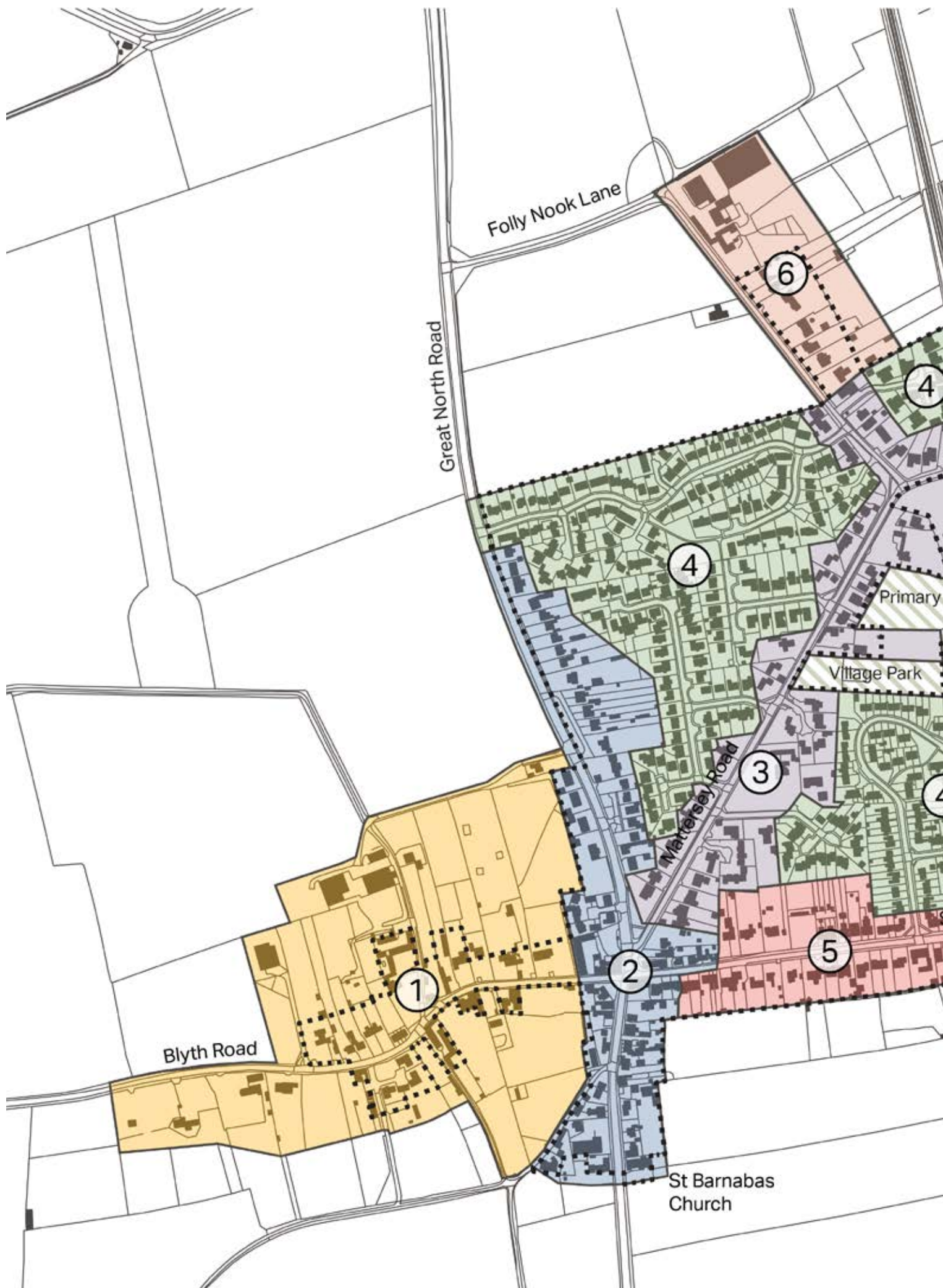
This characterisation study gives an overview of the special qualities that give the Parish and its main village its sense of place and unique identity. It is an appropriately detailed character assessment of the different areas and is a clear means to understanding the historic qualities that must be protected and enhanced by the design of new development and celebrated as supporting the identity of the village. This understanding of what makes Ranskill truly unique and special should feed into future proposals falling within any of these areas. Furthermore, this village wide guidance should feed into the site design guidance to aid in the planning, design and management of the identified sites in section 4 and any **windfall** sites.

3.2 The Character Areas

The following character areas plan for the village is based on an analysis of Ordnance survey mapping for the Parish, aerial photography and on site observation.

The character is not simply architectural character but urban form and grain itself, often coinciding with use of specific architectural features and details. The extent of the appraisal of each character area is based on giving more consideration to the historic areas / streets that contribute most to the unique identity of the village.

Six character areas are identified. The first two, **The Great North Road and Blyth Road** are covered in most detail and key character guidance is drawn out to inform the rest of the village and Parish. The final four; **Mattersey Road, Station Road** and **'Housing Estates'** (a combined grouping of later developments including; Station Avenue, Willow Avenue and Arundel Drive) and **Folly Nook Lane** are covered briefly in character terms.





- ① Blyth Road
- ② Great North Road
- ③ Mattersey Road
- ④ Housing Estates
- ⑤ Station Road
- ⑥ Folly Nook Lane

- Indicative Village Boundary
- Open space and primary school



0 50 100 150 200m

1 - Blyth Road Character



Figure 17: Blyth Road

3.3 Blyth Road

Although not a conservation area there are many historic qualities worth preserving and the highest concentration of listed buildings (4) in the village here.

The built form is generally attached via walls which define the narrow street corridor, with minimal footpath widths and verges. The buildings are a mixture of farm houses, barns and cottages, mostly detached or terraced and rarely above 2 storeys.

Boundary treatments such as brick walls, together with the narrow street width (partly due to lack of footpaths in places), combine to give a varying level of enclosure to the street (from open paddocks to buildings set to back of pavement). This adds interest to the journey along it.

The irregularity and varied buildings positions provide a great deal of interest, allowing the street-scene to unfold. There are gaps in the frontages in the form of paddocks, gardens and mature vegetation which itself maintains a level of natural enclosure also (in summer at least).

The side lanes tend to be unsurfaced and serve few properties or farms. Roofs are often pitched or hipped and include tiles and slates. The main building material is red brick and some off-white stucco and render.

Often the building façades have a well-balanced and proportioned fenestration with a degree of symmetry and a high solid to void ratio.

Buildings are simple in geometric form and often combined with smaller buildings attached end on to a larger building (with parallel roof lines) or at 90 degrees.

Storey heights are greater in the grander houses and would be the equivalent of three storey dwellings today. Plots vary in width but are often long and narrow.

Barn buildings and conversions are part of the charm of this area and are often angled at 90° to the street or arranged around courtyards and this is a suitable model of development to adapt or reference in form.

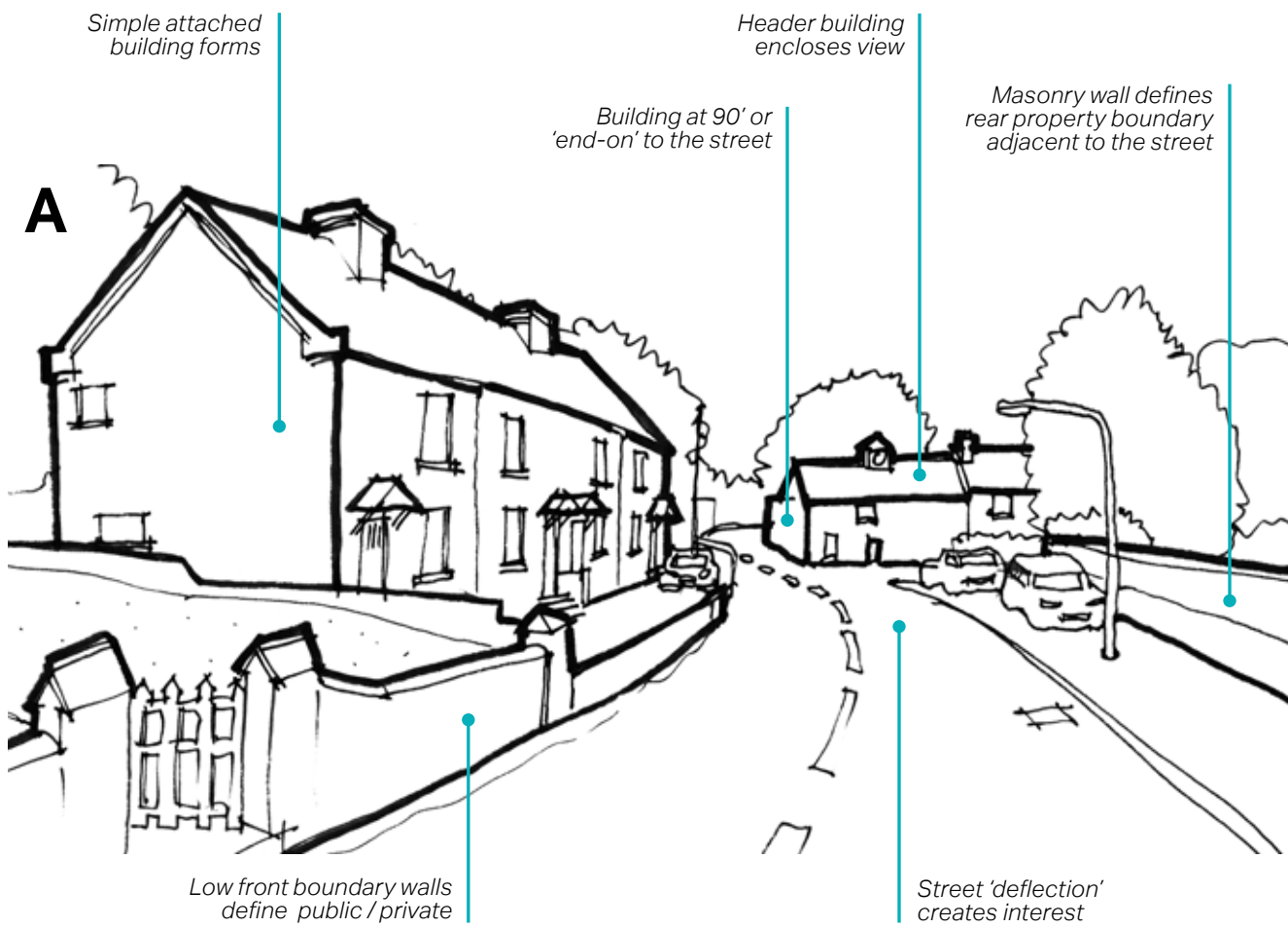


Figure 18: Blyth Road Aerial photograph with locations of sections and sketch view (above)

The adjacent sections show the variation in building setback and also how front gardens are used to take up level change where buildings and streets are aligned with the contours (not against the slope), helping to read the broader topography.

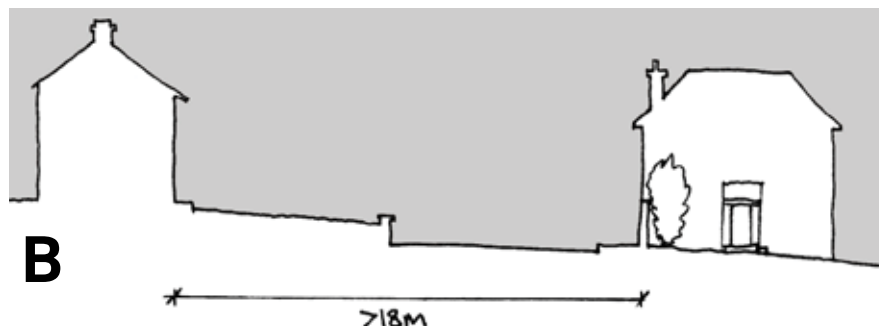


Figure 19: Blyth Road Section B

The 'back of pavement' form of built development shown adjacent is part of what gives the street interest as it's spatial volume changes and the vista expands and contracts to form a very noticeable gateway. This scale of enclosure is only likely to be found in minor streets in modern residential schemes due to planning restrictions. This variation in enclosure is helpful at slowing driver speed.

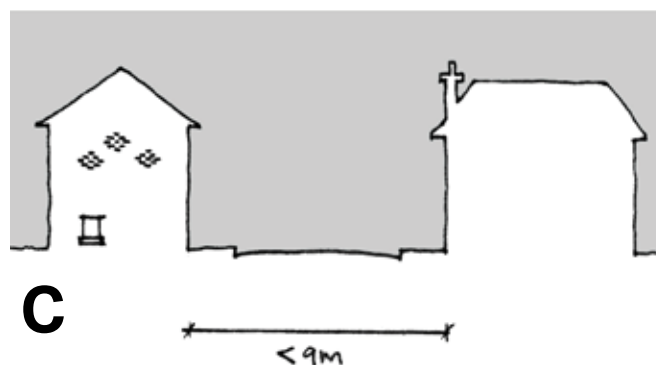


Figure 20: Blyth Road Section C

The density of this area is one of the very lowest in the village and in the 1Ha sample adjacent there appears to be only 8 dwellings maximum (although it is not known by this author if any are sub-divided into smaller homes). The ratio of figure (building) to ground (space) is probably less than 0.2 which is likely not achievable in modern schemes covering a similar area, or considered efficient.



Figure 21: Figure Ground sample D

A1 - Summary Guidance

The following characteristics are applicable to new development across the wider village and Parish area subject to local context and specific design aims. This does not exclude contemporary design responses which may contrast pleasingly if respectful in scale, form and consideration of street-scene.

Typical building types: Cottages, period villas, agricultural buildings and converted barns; some variety in type but some harmony in materials also;

Building setback: 0 to 20m (with boundary walls), generally close set to back of pavement with some defensible space to the front would be appropriate on non-main roads;

Plot boundaries:

- Rear: Brick or stone adjacent to public realm;
- Front: Low brick or stone wall with piers/hedges;

Built-form attachment: High degree of connected built-form, either with boundary walls (high and low), gates, piers or terraced building types, courtyard arrangements or simple form additions to buildings (e.g. L-plan or subservient extensions at 90°);

Building heights/ storeys: 2 to 2.5 storeys typically with some single storey dwellings; also some taller Georgian buildings with increased storey heights;

Degree of enclosure: Buildings, boundary walls (and planting) help to define a varying degree of enclosure within a mature landscape setting that breaks up the street-scene;

Gardens and plot sizes: Range of plot sizes including large front gardens and larger plots for larger buildings;

Development pattern: Courtyard arrangements and linear forms means no 'blocks' as such;

Street alignment: Gently curving main streets with deflections in forward alignment to create interest and slow driver speed;

Building line formality: Irregular / informal, some buildings oriented at 90° to the street. Stepping in and out but united by boundary treatments;

Corner buildings/details: Small windows and brick detailing, features on secondary façades to prevent bare walls;

Street design / widths

- Narrow, typically 9-18m building to building (single sided footpaths) create intimate scale;
- Intimate scale streets and spaces common;

Public realm: Non-regular street corridors adds to the sense of place; buildings define the public realm and streets should be secondary to place;

Building materials: Brick, stone, red pantiles, white / off-white render;

Typical details and features: Tall chimneys; brick corbel detail under eaves; hipped roofs; painted stone sills and lintels; arch lintels; porches; sash windows, small panes; bay windows.

2: Great North Road Character



Figure 22: Great North Road

3.4 The Great North Road

The confluence of routes at the crossroads marks the beginning of the historic core which extended north and south along this well-travelled route (and east-west along the Blythe Road).

Buildings are often set to the back of the pavement, closely framing the street space (positive – creates an intimate human scale), the larger proportion of which is given over to the vehicle carriageway (negative – exacerbating the presence of traffic within public space).

Where the buildings are set back further from the pavement then low brick walls or railings with piers mark the front of plots and are key to maintaining the joined up frontage. The effect of gaps between buildings is reduced by joined-up boundaries between buildings.

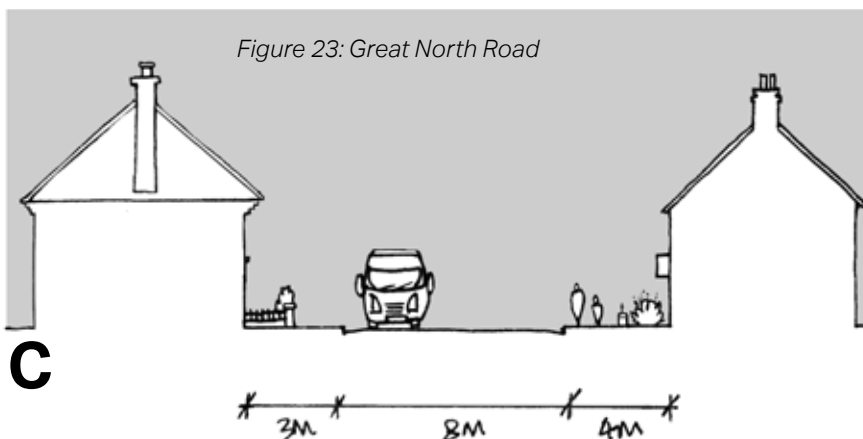
To the north this road is single sided and there is a strong connection to the countryside and views out. To the south, St. Barnabas Church is a gateway landmark heading from Torworth.

Infill development and large new houses to the north-west use red brick and red pantiled roofs in keeping with the predominant building materials. There is a small green with benches and planters near the cross-roads in the centre but it feels marginal compared to the highway and the space is not designed as a whole.





Figure 24: Figure Ground sample



A2 - Summary Guidance

Building types: Cottages, wide fronted villas, agricultural buildings and religious / institutional

Building setback: 1 to 5m (from back of footpath)

Plot boundaries: Rear- Brick or stone adjacent to public realm (some with timber panel insets); Front- Low brick or stone wall with piers

Built-form attachment: Boundary walls, high and low, gates, piers and larger gaps between buildings

Building heights/ storeys: 2 to 2.5 storeys typically with some single storey dwellings; some extra tall Georgian

Degree of enclosure: Buildings, boundary walls (and planting) help to define a medium degree of enclosure that varies gently

Gardens and plot sizes: Narrow deep plots, some sub-divided. Generally smaller front gardens

Development pattern: Linear development following historic route and back of plot development

Street alignment: Gently curving main streets with deflections in forward alignment

Building line formality: Organic / informal, most buildings aligned within 15' of north-south

Corner buildings/details: Splayed corner building alignment to open view

Street design / widths: Narrow, typically 15-20m building to building (some narrow footpaths)

Public realm: Small green and pub at the crossroads adds to sense of place

Building materials: Brick, stone, red pantiles, white / off-white render

Typical details and features: Tall chimneys; brick corbel detail under eaves; hipped roofs; painted stone sills and lintels; arch lintels; porches; sash windows, small panes; bay windows

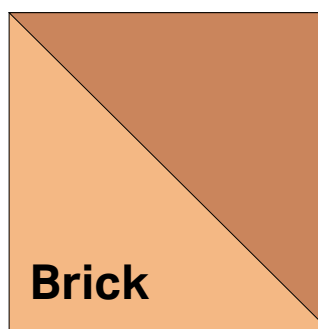
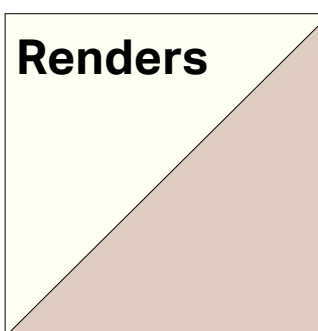
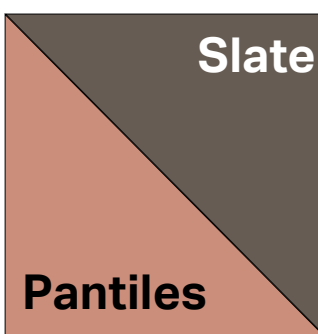


3.5 Characteristic features, details, colours & materials



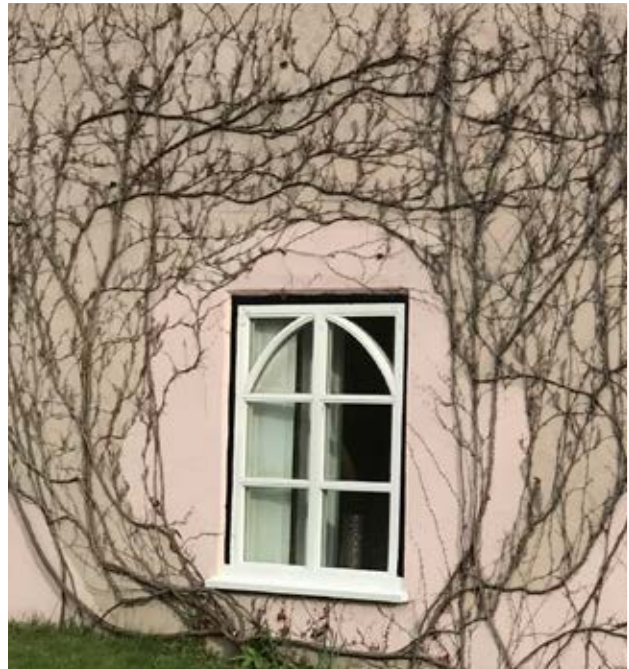
Typical colours and materials

- Red brick, stone, terracotta, red pantiles, slate (occasional), white / off-white render, heritage paint colours (grey, khaki, blue-grey)



Typical details and features

- Tall chimneys; brick corbel detail under eaves; hipped roofs; painted stone sills and lintels; arch lintels; porches; sash windows, small panes; bay windows and gable-ends



Paint

Terracotta

Stone

Lead

Figure 25: Indicative colour palette

3.6 Area 3: Mattersey Road



Figure 26: Figure Ground 1Ha sample area (10 DpH)



Figure 27: Aerial photograph 1Ha sample area



Mattersey Road: This tree lined street is a key link to a neighbouring village and its long, straight character, together with a dip in elevation halfway down creates an interesting green avenue. The plot sizes are generally larger and include larger individual dwellings. The park, which includes a play area and recreation field, is located to the east and the primary school backs onto this piece of land also. Many houses are detached bungalows.



Village park and play area



Mattersey Road

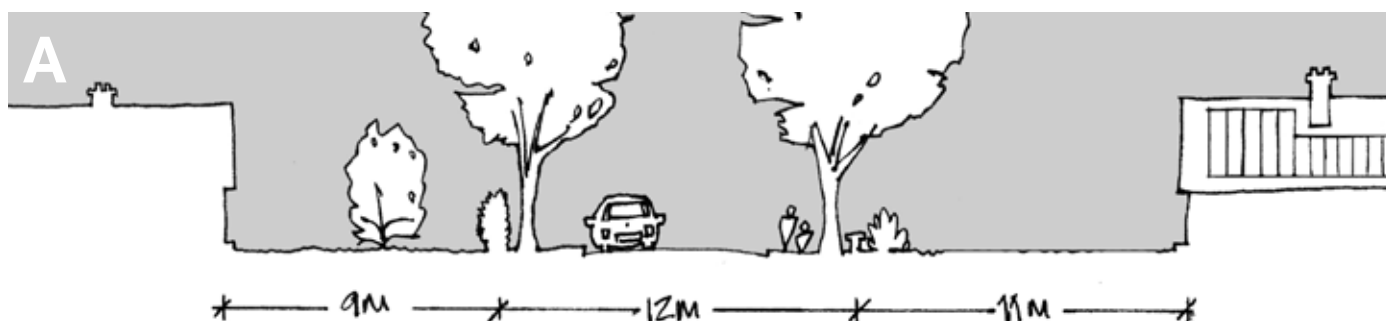
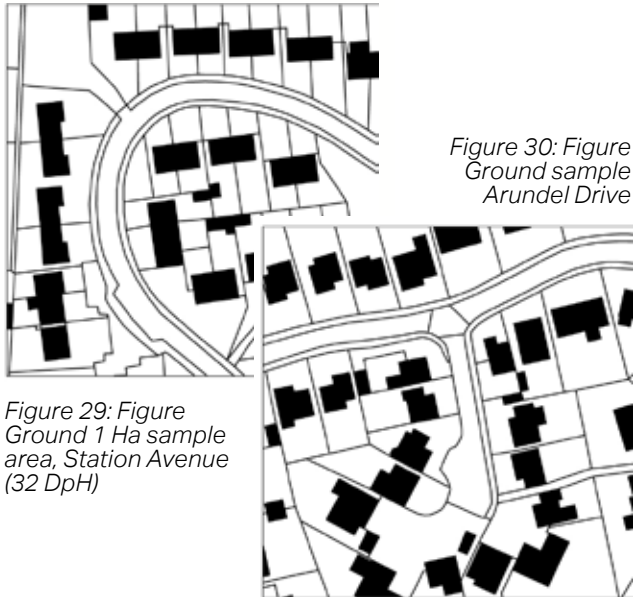


Figure 28: Aerial photograph 1Ha sample area

3.7 Area 4: Housing Estates



There are two main areas of the village that have been developed from the 1950's onwards. First, using the former industrial land located adjacent to the railway line and infilling between the Mattersey and Station Road (e.g. Station Avenue), and more recently extending to the south of the Station road (Willow Avenue). The second area lies between Mattersey Road and Great North Road. These areas are mainly suburban areas, two-storey developments of detached and semi-detached houses.

The 'saw-tooth' relationship of buildings to streets on Station Avenue is an example of a very informal street with a non-traditional relationship of building to street that is less successful at enclosing space. Lack of front boundaries and bigger gaps between buildings give less street enclosure and the loose green verges increase the informal play area but without really increasing spatial quality of the environment and requiring maintenance. The later housing estates are more successful in this respect and return to tighter village scale streets.



Station Avenue



Recent development off Folly Nook Lane



Willow Avenue

3.8 Area 5: Station Road



Figure 33: Bay windows and archway

This is a linear development continuing east from Blyth Road up to the railway line. The former Station that it linked with the Great North Road is long gone and there is no replacement stop. The street is still informal with paired and larger detached units, mostly 2 storeys. Front boundaries are typically low walls with piers and/or hedgerows. There is a medium level of enclosure. There is a bowls club and clubhouse which provides some community meeting function.

The density in the samples area below is approximately 20 dwellings per hectare (DpH).



Figure 32: Blyth Road Section B

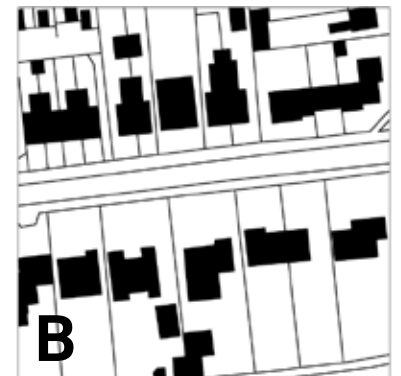
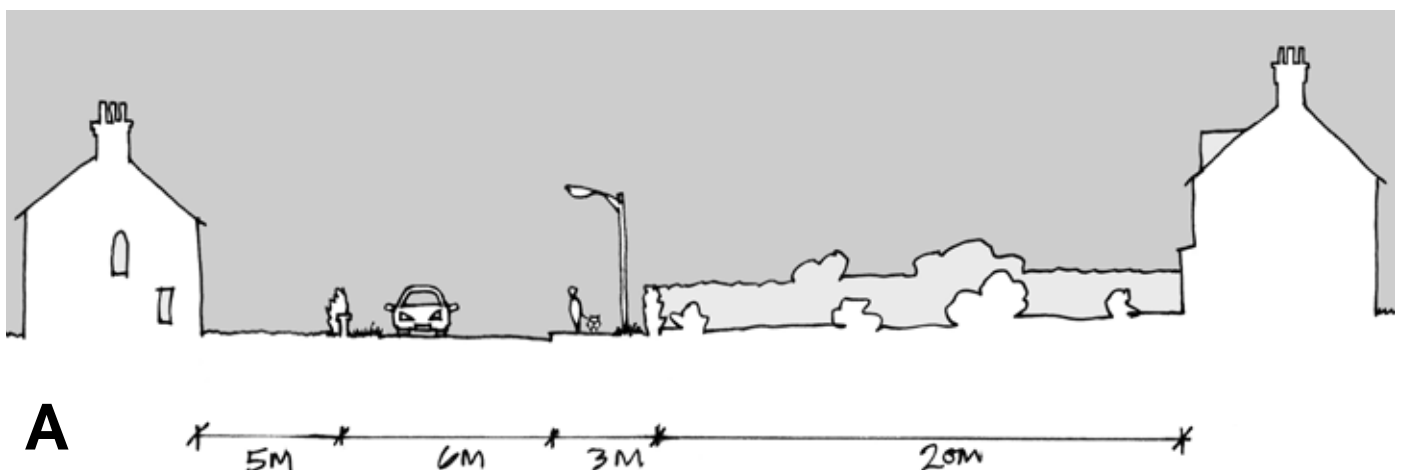


Figure 31: Figure Ground sample



3.9 Area 6: Folly Nook Lane

Folly Nook Lane: This semi-rural lane connects from the Mattersey Road, back to the great North Road. It does not have footpaths beyond a certain point and is lined by hedgerows and brick wall boundaries with generous plots and detached houses. There are gated access points to many homes and glimpses of views to the countryside beyond. The lane is also poorly surface for much of its length. Homes are generally detached and 2 storey with some 1.5 storey bungalows.

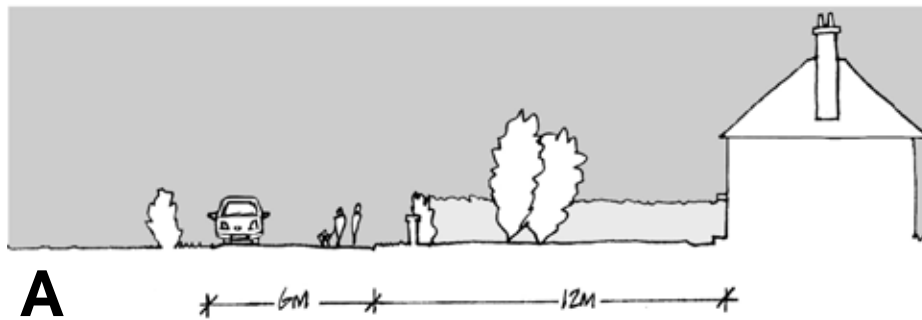


Figure 34: 1HA Figure Ground sample (approximately 6 DpH)





Photograph: View of Site 24

4.0 SITE DESIGN GUIDANCE

4.1 SITE NP19

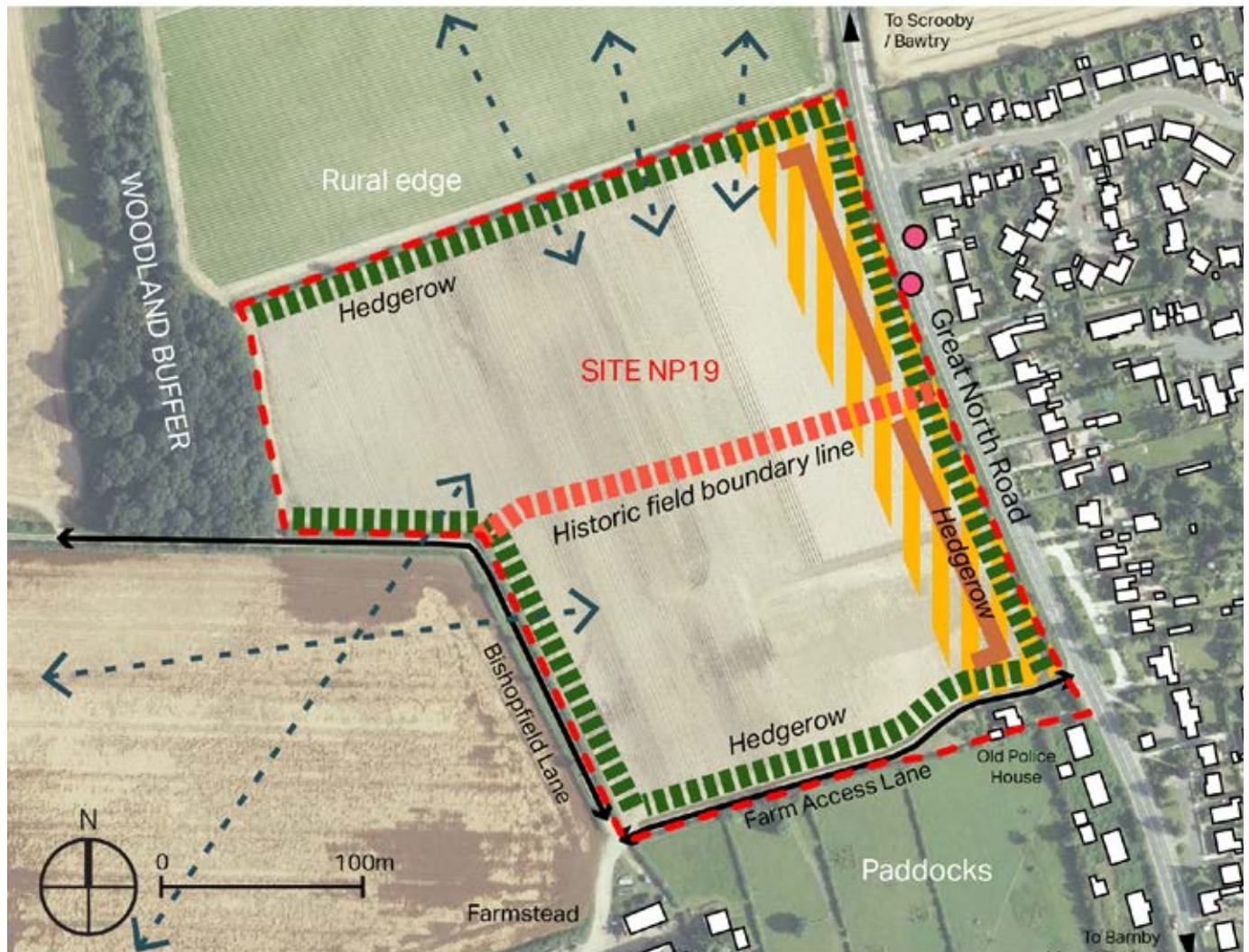


Figure 35: Site NP19 Opportunities and Constraints

Site analysis: NP19

The site is 7.96 Ha in area (19.67 Acres). It lies to the west of the Great North Road and due to an existing planning permission for 32 residential dwellings, spanning the length of the site frontage, it is rendered largely inaccessible. A farm access lane directly to the south of the site may provide a possible access but is likely to be highly constrained. Bus stops are on the Great North Road.

Views to the site from the north (unnamed lane, 600m) and south-west (Blyth Road, 500m) are possible. The historic field pattern has been consolidated over time and few features remain within the site. The site is surrounded by hedgerows. Bishopfield Lane and a tree belt (sited on the highest ground) bound the site to the west and prevent views from this side. The site falls gently to the east, towards Gt. N. Road. The total fall is approximately 10m.

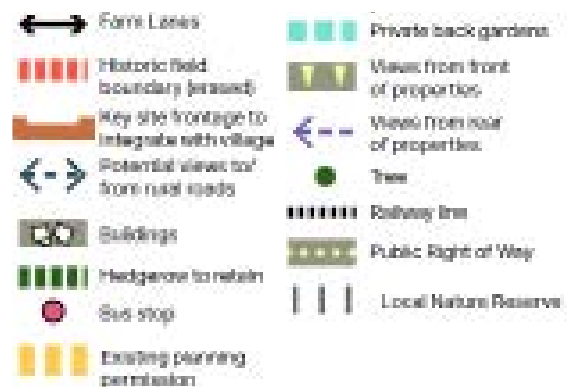




Figure 36: Site NP19 Design Code

Overview: NP19

Character Area references:

- Great North Road
- Blyth Road

Uses:

- Residential / community

Issues:

- Site Access/ Connectivity to Great North Road

Opportunities:

- Extend green corridors / circular walking route



Guidelines: NP19

The Great North Road

- Built-form should address the Great North Road;
- Development should utilise a varied setback of between 2m and 10m;
- Orientation should be varied between parallel and 90° to the street
- Front boundary walls and/or hedgerows should be used at the front of the property and is key to characterful streets; and
- Existing hedgerow at the front of the site should be retained.

2. Farm Access Lane

- This edge of the site is rural in nature and development should be correspondingly loose and informal in setback;
- Back of plot and side of plot boundaries are appropriate provided masonry boundary walls or hedgerow are used;
- A few dwellings may overlook this lane behind front gardens and ancillary buildings such as garages; and
- The inclusion of community orchard, allotments or paddocks would tie in with the character to the south.

3. Bishopfield Lane

- To mitigate potential views from the south-west (Blyth Road (over cut hedgerows) this boundary should be broken up with planting and not a hard built form edge
- Buildings should present a varied setback of 10m or greater; and
- Paddocks, community orchard or allotments break up this edge.

4. Woodland Buffer

- This is the highest area of the site and therefore would be a good location for an open space or recreation area; and
- Built development should be set back from the woodland by a minimum of 20m.

5. Rural edge

- Buildings should be set back by a minimum of 10m behind a planted landscape buffer. Also the building line should be organic and varied and possibly interspersed with planting.

5. Green links

- Potential to break down the massing of the site with a green links, including along the historic field boundary.



Precedent images

4.0 SITE DESIGN GUIDANCE

4.2 SITES NP24 & NP18

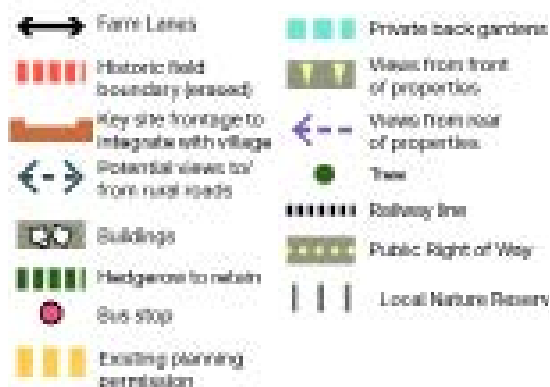


Figure 37: Site NP24 & NP18 Opportunities and Constraints

Site analysis: NP24 & NP18

NP24: The site is 3.70 Ha in area (19.67 Acres). It lies to the east of the Great North Road which is the site's only street frontage. It is currently an arable field, bounded on three sides by hedgerows. The eastern edge of the site is open to Site NP18, which together with a single dwelling to the north-east forms the eastern boundary. Access would be from the Great North Road. Views to the site from the north (unnamed lane, 500m) are possible. The southern edge of the site is further enclosed by back gardens from properties on Arundel Drive.

NP18: The site is 1.03 Ha in area (2.55 Acres). No significant landscape features remain within the site. The site is surrounded by hedgerows on three sides and is open to site NP24 to the west. Folly Nook Lane bounds the site to the east, rear property boundaries to the south and a single dwelling to the north. Access would be taken from Folly Nook Lane.



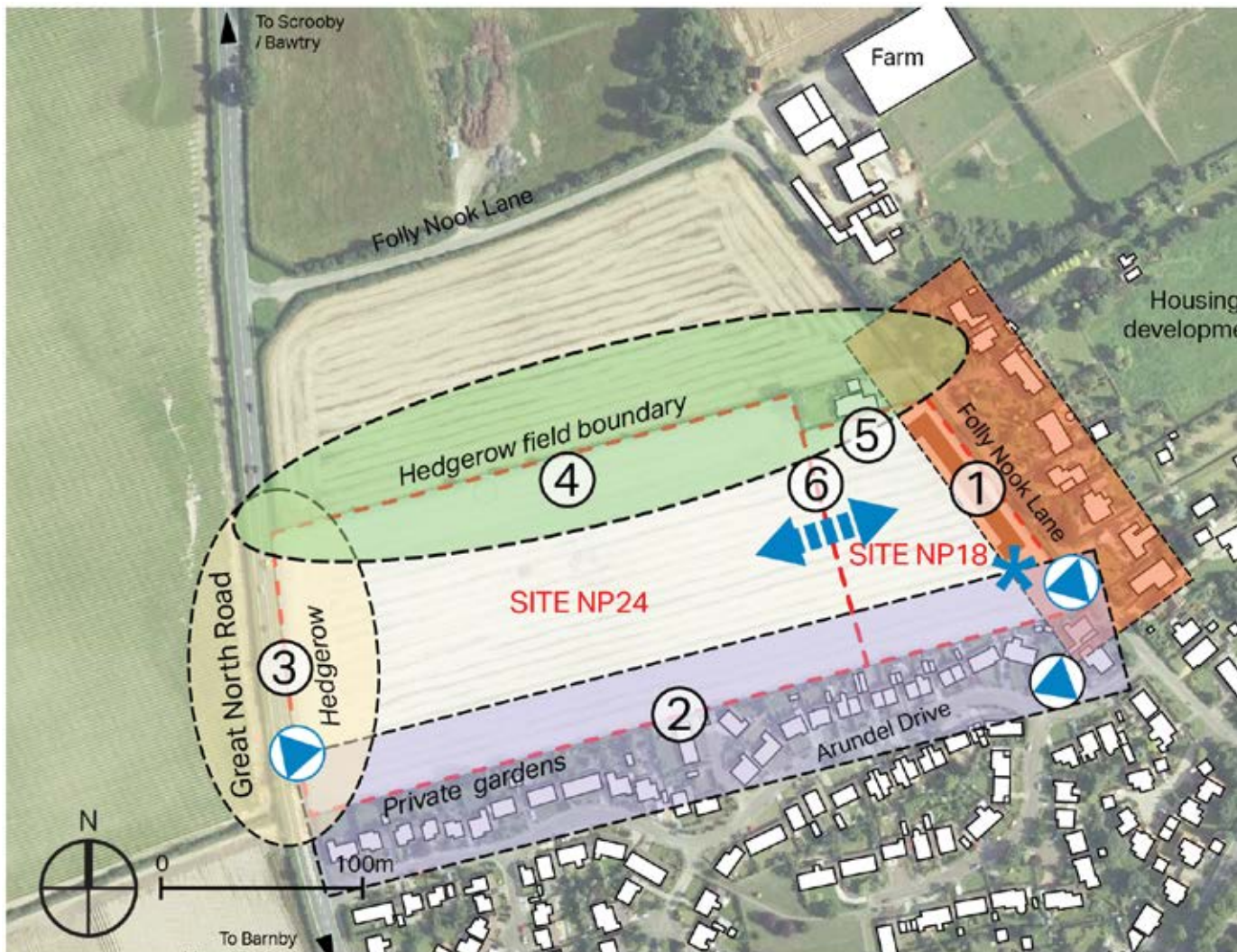


Figure 38: Site NP24 & NP18 Design Code

Overview: NP24 & NP18

Character Area references:

- Great North Road
- Folly Nook Lane

Uses:

- Residential, Community

Issues:

- Connectivity / Legibility of community facility site

Opportunities:

- Connection between the two sites is essential



Guidelines: NP24 & NP18

1. Folly Nook Lane

- A community use is suitable on Site NP18 and would meet local demand for a purpose built community hall/ space;
- Built-form should address Folly Nook Lane (either main building frontage or brick boundary wall / hedgerows);
- Site access must be to the southern end of the boundary to not interfere with the new development access opposite (under construction);
- Built-development should be setback by at least 5m to retain existing boundary hedgerow (single access); and
- Car parking should be concealed from Folly Nook Lane by hedgerow, landscaping or new proposed built form.

2. Arundel drive (back of plots)

- This edge of the site is sensitive due to back garden aspects and new buildings should be offset a minimum of 25m from existing buildings with planting to filter views;
- Back of plot and side of plot boundaries are appropriate but front of plot facing existing back is not acceptable;
- A gated garden access path for movement of bins is allowed against this boundary provided they do not impact on amenity; and
- The inclusion of public space along this edge can only be considered if suitable landscaping protects the existing back boundaries from undue access.

3. Great North Road

- To mitigate potential views from the north-west (unnamed lane) this boundary should be broken up with planting and an avenue of tree planting along the Great North Road would mark this village gateway; and
- Buildings should present a setback of 10m or greater to the street;

4. Northern rural edge

- This edge exposed to the north and therefore would be a good location for an open space or recreation area;
- Buildings should be set back by a minimum of 12m behind a gardens or planted landscape buffer; and
- The building line should be broken by building orientation, planting and open space / paddocks.
- Retain an offset of at least 10m from new built-development to the exiting dwelling to the north; and
- Retain and strengthen the planted boundary / area between the existing and new plot.

6. Pedestrian connectivity

- Potential to connect both sites to Folly Nook Lane for pedestrians and cyclists with a wide attractive non-vehicular link; this should be clearly legible and attractive to integrate the sites and uses with the village.



Precedent images

4.0 SITE DESIGN GUIDANCE

4.3 SITE NP25



Figure 39: Site NP25 Opportunities and Constraints

Site analysis: NP25

The site is approximately 2.22 Ha in area (5.49 Acres). The site frontage sits to the south of Common Lane between the few outlying residential properties east of the railway line and an engineering business further east. The site is at the junction of two lanes that provides access and could form an entrance to a wider area of light industrial use and also several fisheries to the east and south. Access to the site could be from Common Lane or the lane that borders the eastern edge of the site. To the south of the site are open fields and to the west is the East Coast mainline railway which forms a buffer to residential properties within the Willow Avenue housing estate of Ranskill. To the north of the site, part of the land is a Local Wildlife Site and woodland which hugs the railway line. There is one tree in the north east corner of the site and the site is generally surrounded with hedgerows. The site is virtually flat but has a slight fall and would drain to the south/east.





Figure 40: Site NP25 Design Code

Overview: NP25

Character Area references:

- Station Road

Uses:

- Employment (B1,B2 or B8)

Issues:

- SSSI to south-east, 800m
- Railway immediately west

Opportunities:

- Increase local employment



Guidelines: NP25

1. Common Lane

- Built-development may front Common Lane or be set back from the Lane within the site depending on scale;
- Retain hedgerow at site frontage; incorporating additional landscaping to screen development as needed;
- Site access should be to the east and limit the disruption to the public right of way on Common Lane;
- Orientation of buildings and frontage should be varied between parallel and 90° to the street;

2. Employment/ Fisheries outlook

- This edge of the site is particularly sensitive due to the Local Nature Reserve to the east and Site of Special Scientific Interest to the south-east which must not be impacted by development;
- The southern and eastern edges of the site should incorporate tree planting to filter views to development;

3. East Coast Mainline

- Development may face the train-line but must be set back from the site boundary to allow maintenance access to security fencing; and
- Proposed buildings must mitigate potential noise and vibration from the railway line (as suited to the use); and
- Built-form and access junction arrangements must not impact the railway or nearby level-crossing operation.

4. Northern rural edge

- Built-development should be offset from the existing dwellings to the west by at least 10m; and by an additional 1.5m for every additional 1m in height above the existing building height.



Precedent images

5.0 Next Steps

5.1 Summary

The four site design codes set out in the previous section relate to a variety of locations around Ranskill that should be developed holistically and supported by sensitive infrastructure improvements including transport, open space, access and provision of affordable housing.

A series of sensitive high-quality new additions to Ranskill will only be realised by a continued strong commitment to detail design, sustainability and the focus to deliver a set of sites that respond to the unique character of the village, not just a series of add-on housing estates.

If the spirit of the codes are followed, there is a certain opportunity to sensitively grow the village and preserve and enhance the special characteristics of the area so that it may continue to grow as a sustainable community by meeting the needs of the present without compromising the needs of future generations.

5.2 Next Steps

There is scope for further investigations regarding the capacity of the sites and village as a whole to move towards carbon neutral development in line with the government's forthcoming Future Homes Standard. Various forms of renewable energy should be investigated but it is likely that micro-generation and a fabric first approach should be utilised in line with the emerging Future Homes Standard consultation and guidance.

In order to fully understand the feasibility of the sites a Masterplan package is recommended to demonstrate the capacity and potential of the sites in line with the design guidance in this report. This would set include site layouts and develop proposals for locally distinctive architecture.

This report has set out an evidence base for the Ranskill Neighbourhood Plan and it is recommended that this guide is embedded within the forthcoming plan as policy and that the Neighbourhood Plan steering group is consulted on future proposals regarding any potential sites.



HEADLAND LANE

Appendix

A.1 Planning policy extracts

Draft Bassetlaw Local Plan (Jan. 2020)

POLICY ST26: Affordable Housing

A. The Council will seek the provision of affordable housing from schemes of 10 or more residential units, or housing sites of 0.5ha or more, or housing schemes with a maximum combined floorspace of 1000sqm gross internal floorspace

B. In these circumstances the affordable housing requirement will be:

1. 10% on brownfield sites, of which all the provision should be for affordable home ownership;
2. 20% on greenfield sites, of which 50% will be for affordable home ownership and 50% will be for affordable housing for rent.

C. Where a vacant building is being brought back into lawful use or is demolished to be replaced by a new building, vacant building credit will be applied to the affordable housing requirement.

D. The provision of affordable housing should ensure:

1. The mix, size, type and cost of affordable homes will meet the identified housing need as established by the Strategic Housing Market Assessment and be appropriately weighted to ensure the provision makes at least a proportionate contribution to the categories of greatest housing need; and
2. The affordable housing is integrated into residential layouts so as to avoid the over-concentration of affordable housing within the development site; and
3. Where relevant, affordable housing products remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision.

E. To provide sustainable, mixed communities support will be given to on site provision of affordable housing. In exceptional circumstances, where it can be demonstrated through an Open Book viability assessment that all or part of the requirement is not viable on site, a financial contribution will be sought, of equivalent value, in lieu of on-site provision to be spent within the settlement.

F. Any proposed amendments to a planning permission that result in a reduction in affordable housing of the original permission should be assessed by an Open Book Viability Assessment in accordance with Policy ST52.

POLICY ST27: Housing Mix, Type and Density

A. New housing development will be supported where it adequately addresses the housing needs of the District by:

1. Making efficient use of land, while respecting the character of the area
2. Ensuring density reflects place:
 - a) The density on sites in and adjoining town centres and transport hubs should be maximised;
 - b) Within the Main Towns of Worksop, Retford and Harworth & Bircotes development densities should be an average of 30 dwellings per hectare (net);
 - c) Within the Large and Small Rural Settlements densities should reflect the character of the settlement and local housing needs, unless otherwise promoted through a Neighbourhood Plan;
 - d) The density of Cottam Priority Regeneration Area, Bassetlaw Garden Village and HS1: Peaks Hill Farm will be expected to deliver a range of housing densities informed by a masterplan framework for each site;
3. Providing a mix of market and affordable housing, and specialist housing for older people and disabled persons as identified in the Strategic Housing Market Assessment or by other evidence of local needs as supported by the Council.

Self and custom build

B. The Council will support proposals for self-build and custom build housing that help meet the needs of those on the Self Build and Custom Housebuilding Register, provided they are compliant with other Local Plan policies;

C. On housing allocations of 100 dwellings or more 2% of the proportion of developable plots should be set aside for self-build and custom housebuilding. Plots should be made available and marketed appropriately for at least 12 months. If after that time, they have not been sold the plot(s) may either remain on the open market as self-build or be built out by the developer as market housing;

D. Neighbourhood Plans will be expected to consider the local need for self-build housing and where appropriate identify allocations for self-build and custom housing.

POLICY ST32: Design Quality

- A.** Development will be required to achieve high quality design in terms of place making, buildings and landscaping.
- B.** All new development must respect the positive features of the site's local character, whilst minimising its impact on the local community and the wider environment.
- C.** Proposals will be supported where they meet the following principles for delivering high-quality design:

1. Site characteristics

- a) New development should appropriately protect and enhance existing landscape features, natural and heritage assets as an integral part of the development in accordance with Policies ST34 and ST38.

2. Local Character and Settlement Form

- a) New development should be inspired by, respect and enhance the character and distinctiveness of the local area in terms of the settlement form, density, style, height, scale, orientation, plot sizes and position to existing buildings and should avoid the over-development of a site where this will harm the character of the site and the local area;
- b) Where appropriate, being individual and innovative, yet sympathetic to the local vernacular, including in terms of building materials;
- c) Development should provide a positive addition to the street scene to ensure it is integrated as far as possible into the existing built form.

3. Architectural quality and materials

- a) New development should respect its context and improve the quality of local architecture in terms of its sustainability, use of materials and durability;
- b) Developments should take inspiration from the positive local architectural features and materials in their designs

and produce a development with reference to local architectural or material merit and distinctiveness;

- c) Proposals for new buildings should reflect the highest standards in design, construction and architecture, utilising modern construction methods and environmentally sustainable materials and methods, where practicable, whilst minimising its impact on the surrounding built and natural character of the area.

4. Landscaping

- a) New development should provide a positive hard and natural landscaping scheme, including boundary treatments that complement the development and respect the surrounding context, particularly where a development site is adjoining surrounding countryside;
- b) Trees or hedgerows must be appropriate to the size of the site and consider their proximity to new buildings;
- c) Surfacing must be appropriate for its intended use, ensuring permeability to enable good drainage.

5. The Environment

- a) New development should minimise its impact on the natural environment and biodiversity and adapt to a changing climate through the use of low carbon methods of construction and materials and energy efficient design;
- b) New development should incorporate the principles of nationally recognised environmental standards in accordance with Policy ST45;
- c) Proposals should also consider opportunities for the integration of renewable energy generation and technology, whilst minimising its impact to the built character of an area.

6. Private Amenity Space

- a) New development should provide an appropriate standard of private amenity space, reflecting the size and mix of the development proposed, and the character of the locality, allowing adequate space for waste disposal and servicing.



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