Harworth & Bircotes

Design Codes and Guidance

February 2024

AECOM

locality
the power of community

Delivering a better world

Quality information

Prepared by	Checked by	Approved by
Tom Royles	Michael Holt	Ben Castell
Senior Urban Designer	Associate Director	Director

Revision History

Issue no.	Issue date	Details	Issued by	Position	Comments received	Approved by	Position
1	13 June 2023	Desktop Study	Tom Royles	Senior Urban Designer	n/a	Karen Tarburton - Harworth and Bircotes Neighbourhood Group	Steering Group
2	11 December 2023	Partial draft of full document	Tom Royles	Senior Urban Designer	4 December 2023	Harworth and Bircotes Neighbourhood Group	Steering Group
3	13 February 2024	Full final document	Tom Royles	Senior Urban Designer	13 February 2024	Michael Holt (AECOM), Helen Metcalfe and the Harworth and Bircotes Neighbourhood Group	AECOM / Steering Group

Contents

Introduction

01

1. Introduction

1.1 Background

This report seeks to establish design guidance and codes to influence the character and design of new development across the neighbourhood plan area (neighbourhood area).

The Harworth & Bircotes neighbourhood area is situated in the north of Bassetlaw District in the county of Nottinghamshire. The neighbourhood area covers 724 hectares and includes 3,348 dwellings and nearly 8,000 people.

The settlement acts as a service centre for the rural hinterland of both the northern part of Bassetlaw and the southern part of the adjoining Doncaster Metropolitan Borough.

The town is an allocated growth zone and will therefore see a significant amount of development over the coming years. The purpose of this document is to ensure design quality and guarantee that this future growth is contextually responsive to the character of Harworth and Bircotes.

There are several housing developments already underway with more to follow, ensuring that Harworth and Bircotes is a growing town.

Outline planning consent has been granted for strategic growth at the old Colliery site, which dominates the south side of the plan area.

There are two overlapping outline permissions for the same site – a 2009 permission for 996 dwellings as well as employment land, and a more recent permission from 2018, which removed the employment element and increased the proposed residential capacity to 1,300 homes.

There have been reserved matters applications for 125 and 71 dwellings from the 2009 permission and 165, 65, and 116 dwellings from the 2018 permission – a total of 542 homes. Assuming the intention is to develop the increased capacity of 1,300 homes from the more recent application, this leaves 758 dwellings that are not yet subject to reserved matters applications, which will be influenced by the area-wide design guidance and codes set out within this document.

Character specific codes will typically influence minor development including infill and backland proposals identified in the specific character areas set out in Section 03.

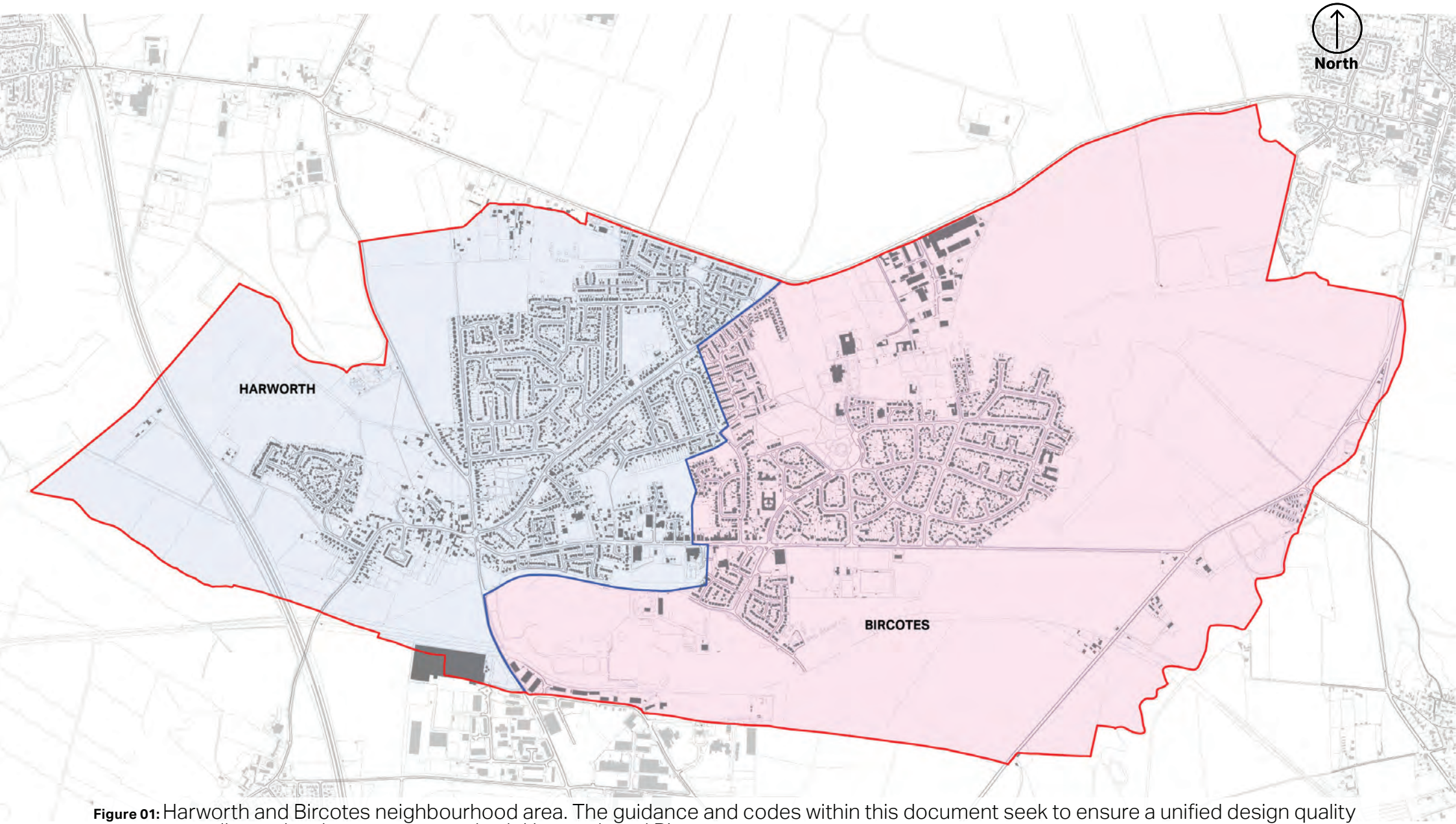


Figure 01: Harworth and Bircotes neighbourhood area. The guidance and codes within this document seek to ensure a unified design quality response to all new development, across both Harworth and Bircotes.

1.2 Who will use the guide and codes?

This document should be a valuable tool in securing context driven, high-quality development in Harworth and Bircotes. It will be used in different ways by different people in the planning and development process, as summarised in Table 01.

A valuable way it can be used is as part of a process of co-design and involvement that further understands and takes account of local preferences and expectations of design quality.

In this way, this document can help to facilitate conversations on the various topics that should help to align expectations and help understand the balancing of key issues. This document alone will not automatically secure optimum design outcomes but should help to prevent poor quality development.

Potential users	How they will use the design guidelines
Applicants, developers, and landowners	As a guide to assist applicants, developers and landowners when developing planning proposals in Harworth and Bircotes ensuring engagement with the community and the Local Planning Authority and ensuring new development is contextually responsive.
Local Planning Authority	As a reference point, embedded in policy, against which to assess planning applications. This document should be discussed with applicants during any pre-application discussions.
Town Council or Neighbourhood Plan steering group	As a guide when commenting on planning applications, ensuring that the design codes are complied with.
Community groups and local residents	As a tool to promote community-backed development and to inform comments on planning applications.
Statutory consultees	As a reference point when commenting on planning applications.

Table 01: Potential users.

1.3 Study area

Harworth and Bircotes is the third largest settlement in Bassetlaw with a population of 8,900 (Census 2021). It has a significant number of services and facilities including a supermarket, secondary school, leisure centre and health centre. Harworth and Bircotes was developed, in large part, to serve Harworth Colliery.

Following the closure of the Colliery in 2006, Harworth and Bircotes was left with a large amount of brownfield land with potential for redevelopment (the largest single area in the district), as well as some pockets of deprivation and a limited choice of housing. The town has, therefore, significant potential for housing and employment growth, with ready access to the strategic road network (notably the A1) and potential synergies, both in terms of labour supply and economic activity.

1.3.1 Social characteristics

The neighbourhood area is 724 ha in size and according to the 2021 Census, has a population of 8,900. This results in a population density of 12 number of persons per hectare.

99.1% lived in households and 0.9% lived in communal establishments. The average (mean) age of residents was 39.8 years. In total there were 3,490 household spaces. Of these, 3,338 (95.6%) had at least one usual resident and 152 (4.4%) had no usual residents.

The neighbourhood area is an allocated growth zone and will receive a substantial amount of development over the plan period. There are a number of housing developments already underway with more to come ensuring that Harworth and Bircotes is a growing town.

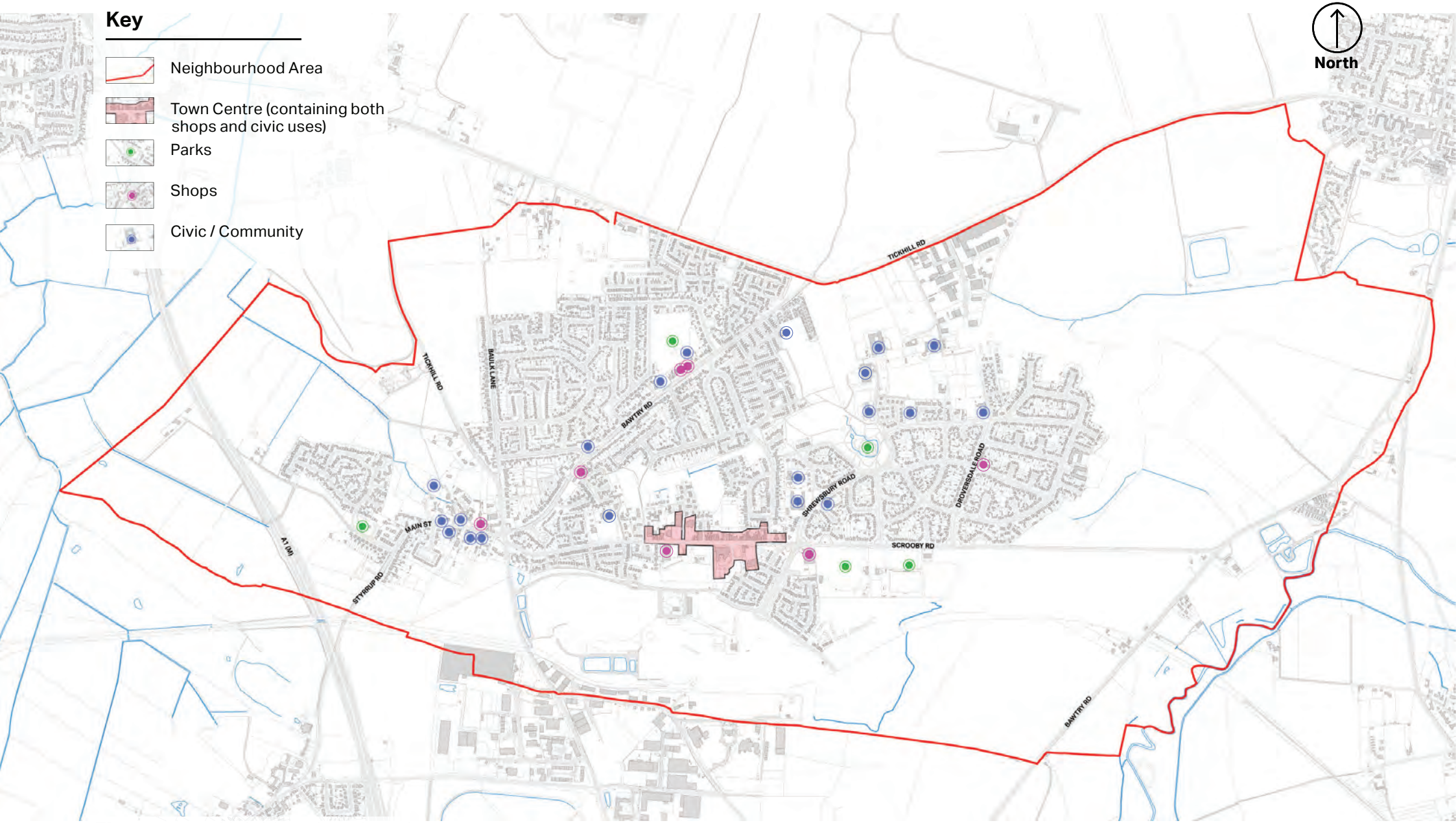


Figure 02: Neighbourhood study area

1.3.2 Environmental conditions

Harworth & Bircotes benefits from a high quality natural environment consisting of several woodland areas, local wildlife sites and numerous open spaces. These spaces alongside 4 designated Local Wildlife Sites and trees covered by preservation orders are considered as important environmental assets.

There are a number of linked green spaces that form a network through the town. These include Snipe Park Wood, Well Hill Local Wildlife Site, the amenity land and play area south east of Snipe Park Wood. To the south east and east are a number of woodland areas including Lords Wood, Layland Plantation, Ruins Plantation, Droversdale Wood to the south of Scrooby Road; and Whitehouse Plantation to the north. Furthermore to the north east of the town is Swinnow Wood.

Although outside of the Plan boundary, this woodland is a major landscape and biodiversity feature with the potential to become a significant recreational resource for the community; especially with the anticipated levels of housing development near Bawtry Road.

1.3.3 Economic dynamics

The town's economic situation was closely linked to the colliery and associated traditional manufacturing industries. Between 1998 and 2006 3 major employers closed (the colliery, the glass factory and the shoe factory) and approximately 900 jobs were lost in the area.

Today, as identified in the Harworth and Bircotes Neighbourhood Plan, 65.7% of the population are economically active, which is slightly below the district average of 67,9%.

The Harworth Colliery occupied a large area to the south of the urban area. The coal pit provided work to approximately 400 staff. The closure of the pit in 2006 brought an end to 86 years of mining in Bassetlaw.

The colliery was demolished in 2016 to make way for the new development including retail, industrial and residential. The entry gates have been retained and are a prominent feature between the existing housing at Colliery Road, and the new housing development at Newstead Grove.

1.4 Methodology

The following steps have underpinned the understanding of place and engagement with the Harworth and Bircotes Planning Group (HBPG):

- Step 1: An initial survey was distributed to the HBPG on 21 March to establish the characteristics of Harworth and Bircotes that are relevant to local people.
- Step 2: An inception call was held on 23 March between AECOM representatives and the HBPG to understand the aims of the group and confirm the brief.
- Step 3: Following the initial engagement, AECOM progressed with a comprehensive planning policy review and a desktop study which was signed off by the HBPG.
- Step 4: On the 18 April 2023, AECOM representatives met with the HBPG to conduct a site visit in order to assess the local character and photograph the area.
- Step 5: In December 2023 AECOM shared a draft Design Code document with the HBPG for review.
- Step 6: After capturing the feedback from the HBPG, AECOM issued the final Design Code document 14 February, 2024.

1.4.1 Survey findings

An initial survey was completed by the HBPG on 21 March 2023 with the goal of identifying the key characteristics that make up Harworth and Bircotes. The survey results would then inform the Desktop Study, and subsequently Design Code topics that are included within this document.

The survey findings relevant to this design code were as follows:

- Landscape, greenspace quality, public space, parking and the design of new development were topics that must be included within the Design Code.
- There are few views within the town, and they are limited to views towards listed / heritage assets. These are concentrated on Main Street in Harworth.
- A lack of designated walking routes and cycling routes.
- A need to diversify the retail provision in the town centre.
- There are only 2 Electric Vehicle charging point within the town (located at the supermarket).
- A good mix of homes however there is a need for more specialist housing.
- There are many open and greenspaces including allotments, nature areas and woodlands.

Assessing the survey findings and desktop study, the following topics were considered significant to the this document:

1. Design of new development, ensuring the housing is in-keeping with the character of Harworth and Bircotes and is of high design quality.
2. Car parking including the design, provision and safety of parking within development.
3. The quality of retail units and encouraging diversity.
4. Quality of the landscape including open and greenspaces.
5. Quality of the public realm .

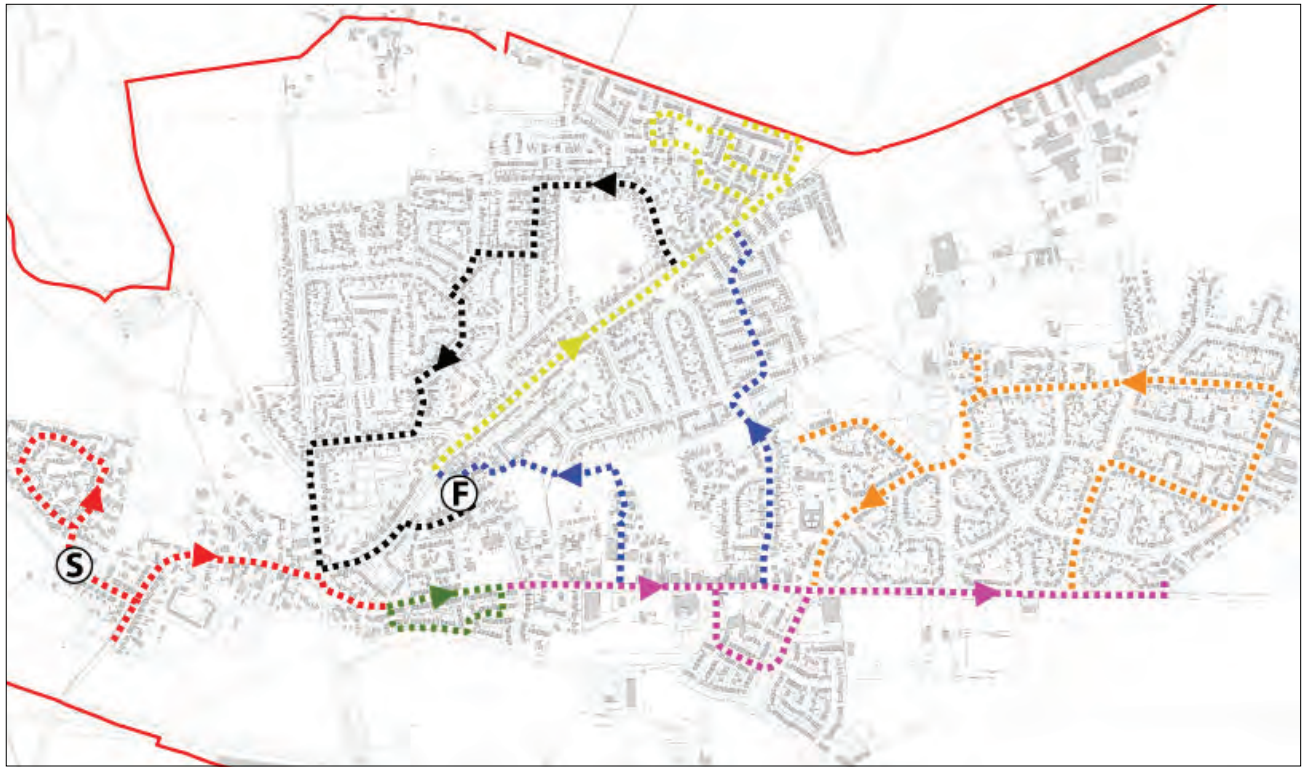
1.4.2 Site visit

AECOM representatives and members of the HBPG, including their planning consultant, met at the Town Hall on 18th April to conduct a site visit.

Building on the findings of the Initial Survey, which identified several key topics to be addressed by Design Codes, the site visit comprised a walking tour of the main urban area and a photographic study.

The site visit visited the following key neighbourhoods:

1. Styrrup Road and Common Lane, including a review of the historic buildings on Main Street.
2. The recent development at Hesley Road, a part of the wider redevelopment of Harworth Colliery.
3. Scrooby Road and the retail core, including the Town Hall, the recent development at Moorgreen Way and the playing fields to the east of the town centre.
4. The neighbourhoods surrounding Snipe Park including Droversdale Road, Milne Road, Shrewsbury Road and Snipe Park Road.
5. Returning back to the town centre where the group split up. Both going northwards, one group went through Hill Top Crescent and Mayfair Close, whereas the second group went via Grosvenor Road and Dorchester Road.
6. The length of Bawtry Road concluding at the recent developments at Mirabelle Way and Avalon Gardens with a short walk along the 'Green Wheel'.
7. Concluding the site visit along Lindsey Road, Amanda Road and returning back to the town centre and the Town Hall.



Policy Review

02

2. Policy Context

This section outlines the national and local planning policy and guidance documents that have influenced this design guide and codes document.

The Development Plan for Harworth and Bircotes comprises:

- The National Planning Policy Framework
- The National Design Guide
- The National Modal Design Code
- Building for a Healthy Life 12
- Bassetlaw Core Strategy and Development Management Policies DPD
- Supplementary Planning Documents
- The Draft Bassetlaw Local Plan

The following chapter will identify the relevant planning policies from the documents set out above. In all instances, planning applications should make reference to these policies including the codes within this document .

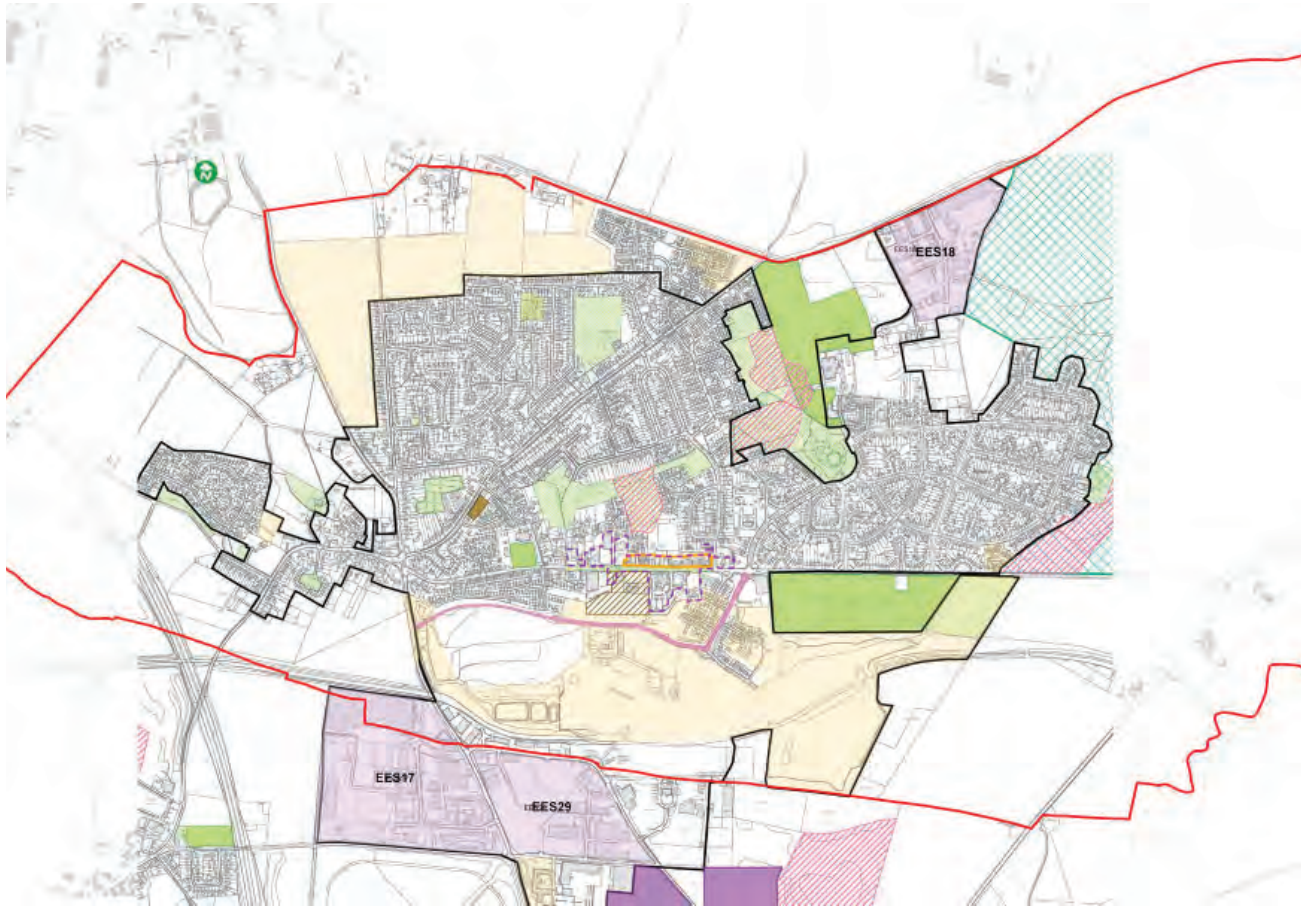


Figure 03: Policy Map

Committed Housing
New Employment (ST08)
Existing Employment (ST11)
Important open space (ST48)
Playing field & sports (ST49)
Green gaps (ST40)
Main Green Corridor (ST08)
Minor Green Corridor (ST41)
Allotments (ST48)
Safeguarded land (ST49)
Development Boundary (ST01)
Town Centre Boundary (ST14)
Primary Shopping Area (ST14)
Opportunity Site (ST14)
Local Wildlife Site (ST42)

2.1 Signpost to other documents

National and local policy documents can provide valuable guidance on bringing about good design and the benefits accompanying it. Some are there to ensure adequate planning regulations are in place to ensure development is both fit for purpose and able to build sustainable, thriving communities. Supplementary guidance documents complement national and local policy and provide technical design information.

Applicants should refer to these key documents when planning future development in the Harworth and Bircotes Neighbourhood Area. The following documents have informed the design guidance within this report.

NATIONAL LEVEL

National Planning Policy Framework - (2023z)

Development needs to consider national level planning policy guidance as set out in the National Planning Policy Framework (NPPF) and the National Planning Policy Guidance (NPPG). In particular, NPPF Chapter 12: Achieving well-designed places stresses the creation of high-quality buildings and places..

Building for a Healthy Life Homes England (2020)

The BHL toolkit sets out principles to help guide discussions on planning applications and to help local planning authorities to assess the quality of proposed (and completed) developments, but can also provide useful prompts and questions for planning applicants to consider during the different stages of the design process.

Manual for Streets (2007)

Development is expected to respond positively to the Manual for Streets, the Government's guidance on how to design, construct, adopt and maintain new and existing residential streets. It promotes streets and wider development that avoid car dominated layouts and promote active travel.

National Design Guide (2019)

The National Design Guide (Department for Levelling Up, Housing and Communities, 2021) illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice.

National Model Design Code (2021)

The National Model Design Code (NMDC) sets a baseline standard of quality and practice.

The NMDC provides detailed guidance on the production of design codes, guides, and policies to promote successful design. It expands on 10 characteristics of good design set out in the NDG.

Bassetlaw Core Strategy and Development Management Policies DPD (adopted 2011)

The Core Strategy is currently the key Development Plan document for the local area. It provides the strategic framework, policies and delivery plans over the period 2011-2028.

The Draft Bassetlaw Local Plan (2020 – 2038) August 2021

Bassetlaw District Council submitted the Bassetlaw Local Plan (2020-2038: Publication Version) to the Secretary of State on 18 July 2022 for independent examination, in line with the Town and Country Planning (Local Planning) (England) Regulations 2012 - Regulation 22.

It is anticipated that the Local Plan will be adopted in late 2023 where it will replace the existing policies set out in the adopted Core Strategy .

Other Supplementary Planning Documents (SPDs)

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

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

Local Planning Policy & Guidance	Relevant Policies and Guidance Notes
Bassetlaw District Core Strategy	Policy CS4: Harworth and Bircotes Policy DM1: Economic development in the countryside Policy DM3: General development in the countryside Policy DM4: Design and character Policy DM5: Housing mix and density Policy DM8: The historic environment Policy DM9: Green infrastructure, biodiversity and geodiversity, landscape, open space, facilities Policy DM12: Flood risk, sewerage, and drainage Policy DM13: Sustainable transport
Successful Places SPD (2011)	02 Delivering Quality – the Design Process 03 Place Making Principles - Good Urban Design Practice 04 Management and Maintenance – Enduring Quality
The emerging Bassetlaw Local Plan	Policy ST1: Bassetlaw's Spatial Strategy Policy ST2 Housing Growth In Rural Bassetlaw Policy ST15: Provision Of Land For Housing Policy ST29: Affordable Housing Policy ST30: Housing Mix Policy ST35: Design Quality Policy ST37: Landscape Character Policy ST39: Green And Blue infrastructure Policy ST40: Biodiversity And Geodiversity Policy 41: Trees, Woodlands And Hedgerows Policy ST42: The Historic Environment Policy 43: Designated and Non-Designated Heritage Assets Policy 48: Protecting Amenity Policy ST52: Flood Risk And Drainage

Table 02: Relevant policies in the Local Plan

Harworth and Bircotes Neighbourhood Development Plan (2015)

The Harworth and Bircotes Neighbourhood Development Plan establishes a Vision of the future of the Neighbourhood Area and sets out how that vision will be realised through planning and controlling land use and development change

The Harworth and Bircotes Design Guide (2014)

This Design Guide sets out the principles that any development on the High Street (Scrooby Road) and adjacent Colliery site need to follow.

There are general design principles that any new development should seek to follow. Principles specific to Harworth and Bircotes are also included, both the generic and specific principles should be read together when developing design concepts for the areas covered in this document.

Harworth and Bircotes Town Centre Masterplan (2022)

This document outlines the vision and ambition for Harworth and Bircotes Town Centre for the next 20 years and includes a series of projects to deliver this in the short, medium, and long term. The Masterplan has been funded by the South Yorkshire Mayoral Combined Authority and commissioned by Bassetlaw District Council and Harworth and Bircotes Town Council. The Masterplan is intended to be a framework for investment and action and includes a series of measures and projects that will improve the physical environment, attract appropriate forms of development, and create the conditions for community cohesion and local prosperity.

Local Planning Policy & Guidance	Relevant Policies
Harworth and Bircotes Neighbourhood Plan (2015 - 2028)	Policy 1 Sustainable Development Principles Policy 2 New Development within the Town Centre Policy 3 Shopping Frontages Policy 4 Development of areas of Open Space Policy 6 Colliery Site Redevelopment Policy 7 Housing Mix Policy 8 Design Principles for New Development Policy 9 Improving Green Infrastructure

Table 03: Relevant policies in the Neighbourhood Plan

2.1.1 Key findings

The Bassetlaw Core Strategy currently comprises the Development Plan for Harworth and Bircotes however, upon adoption, the policies contained within the Bassetlaw Local Plan, will replace the Core Strategy policies.

The most notable conclusion from the policy review is the significant level of growth proposed for the neighbourhood area.

It is important to note that the policies within the Neighbourhood Plan are currently being updated by the HBPG. Upon adoption, the updated policies will replace those identified in table 03.

Character Analysis and Guidance

03

3. Character Analysis and Guidance

Through the desktop study, findings from the survey and engagement with the group observations on site, and the baseline analysis, character-based codes are presented in this section. They are relevant to specific parts of the neighbourhood area and will inform minor development such as alterations to existing buildings and infill development.

3.1 Character study

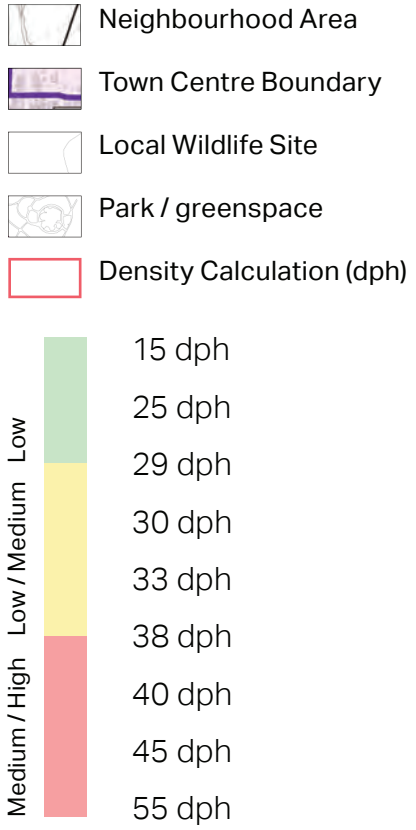
The following pages presents analysis on the identified character areas across Harworth and Bircotes. 10 character areas have been identified across the neighbourhood area. These character areas have been informed via a detailed analysis on several themes including urban grain, housetypes, character, density among others including engagement with the neighbourhood group.

The character areas include:

- CA1: Scrooby Road
- CA2: Former Harworth Colliery
- CA3: Droversdale Road
- CA4: Bawtry Road
- CA5: Dorchester Road
- CA6: Baulk Lane
- CA7: Mirabelle Way
- CA8: Main street
- CA9 Styrrup Road
- CA10: Town Centre

A series of design guidance and codes specific to each character area conclude this section. Proposals within the character areas will be required to address the design codes relevant to the character area in which it resides, as well as the overarching codes that follow.

Key for Figure 04 (overleaf)



Character Areas

CA1: Scrooby Road

CA2: Former Harworth Colliery

CA3: Droversdale Road

CA4: Bawtry Road

CA5: Dorchester Road

CA6: Baulk Lane

CA7: Mirabelle Way

CA8: Main Street

CA9: Styrrup Road

CA10: Town Centre

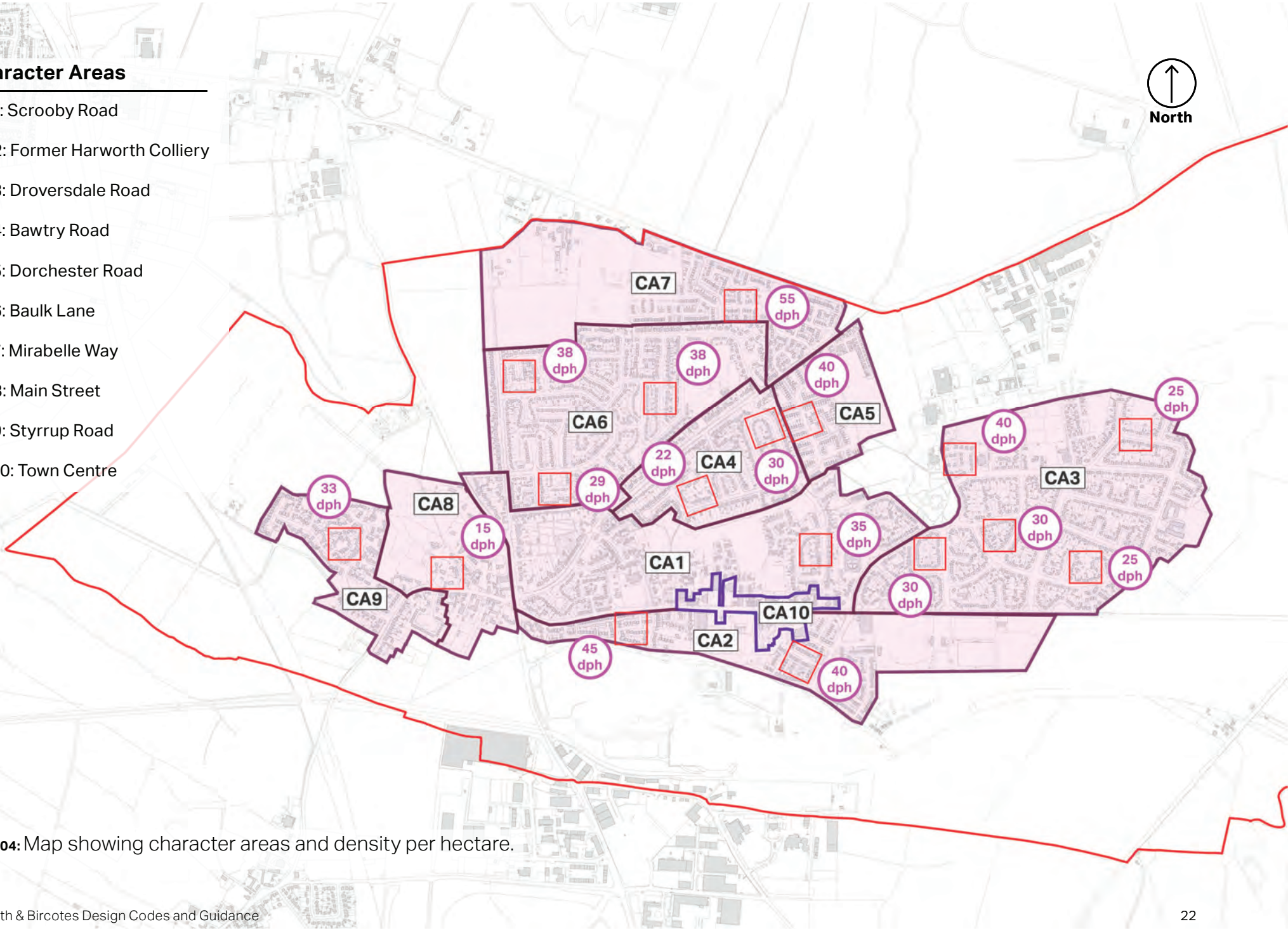


Figure 04: Map showing character areas and density per hectare.

1 Character Area 1: Scrooby Road

3.2 CA1: Scrooby Road

The Scrooby Road character area comprises the residential areas to the north of Scrooby Road.

It is bounded by Tickhill Road to the west, and Shrewsbury Road to the east. Bawtry Road navigates northwards from the Tickhill Road, Main Street and Blyth Road junction.

The character area occupies a central position along Scrooby Road.

It is mainly residential in use with the Town Centre character area comprising its own study area (CA10). Notable assets include several green and open spaces and two areas of local nature importance.

Key characteristics include:

- A mix of development ages, typically 1950's/60's with significant expansion in the 1990s/2000's and includes a mixture of bungalows (type, size and tenure).
- Mostly 2-storey semi-detached properties, many bungalows create roofscape variance in terms of scale.
- The material palette is a mix of red, brown and buff brick, with buff brick often provided in intervals creating diversity in materials along the streetscape.

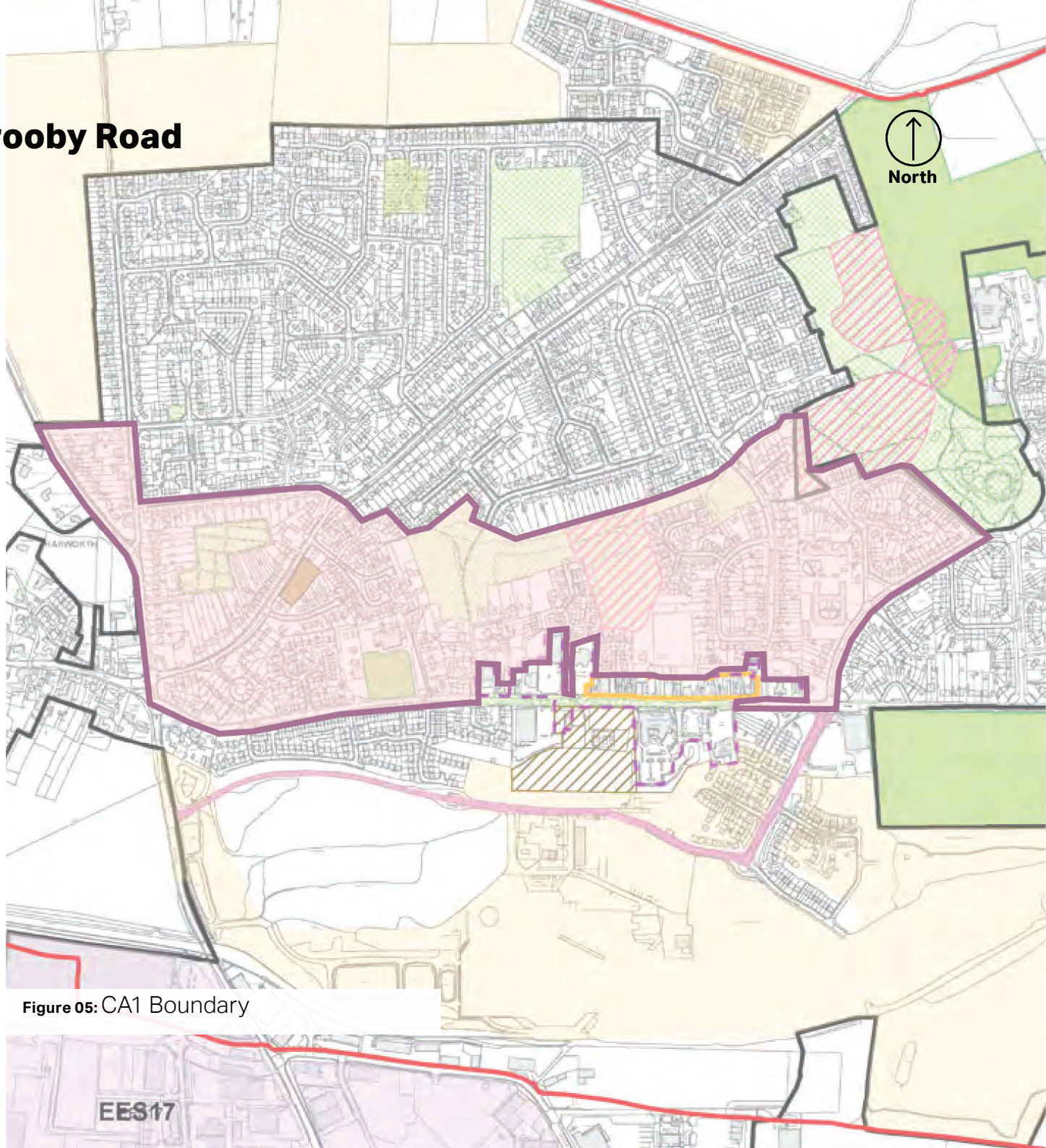


Figure 05: CA1 Boundary

- Detailing is limited however, contrasting colours on brick banding helps to delineate between storey heights.
- Roofing materials are typically red and brown concrete tiling, typically in a standard pitch with link gables, gablets and dormers providing variety to the street frontage.
- Often a sawtooth building line, notably along Tickhill Road and Bawtry Road. On Scrooby Road, the building line reinforces a sense of enclosure along this important route through the town.
- On Scrooby Road buildings often have minimal to no setback from the road, reinforced by low brick walls or open boundary treatments. There are some boundary hedging as a front boundary.
- The majority of streets are often dominated by parked cars via the excessive use of front-of-plot parking. Often, car parking spills on to streets, reinforcing the car dominated street.
- Overall, these streets are characterised as a curvi-linear street pattern with many streets terminating in cul-de-sacs. Tickhill Road, Bawtry Road and Scrooby Road however, are linear major thoroughfares.
- As illustrated on Figure 05, Snipe Park and another area locally important for nature conservation abuts the eastern boundary.
- There is limited to no street tree planting, with vegetation on the streetscene typically provided by on-plot hedgerows planting or trees within residential curtilages. At Hill Top however, there are cases of small metal fencing to delineate public and private space. Planting would be the preferred treatment when creating a boundary.
- There are however, grass verges along some of the character areas key routes (Bawtry Road) providing some visual relief along the streetscene, which has limited off-street parking.
- The character area is mainly residential in use however, there are local shops along Bawtry Road with a community facility on the corner of Devonshire Road.
- There are a number of green and open spaces with allotments at Bawtry Road, Harworth Cemetery, the tract of greenspace to the north of Scrooby Road (some of which forms part of a future development site, which has planning permission), an area locally important for nature, and pockets of green space at Grosvenor Road.
- As illustrated on the adjacent imagery, there are many cases of the retrospective installation of solar panels, perhaps indicating an interest in energy efficiency.

Figure 06: Front of property parking (with no street/plot planting) creating a 'sea of cars'.

Figure 07: Installation of solar panels on the roofscape are commonplace.

Figure 08: The impact of poorly considered boundary treatments where residents have added fencing to create a boundary

Character area	Average Net Dwellings per Hectare (DpH)
Scrooby Road	35-40

Figure 09: Illustrated above is the character area's coarse grain street pattern with irregular and informal block structures. The density varies however it is medium-high on average with predominantly semi-detached properties on small plots with limited gaps between properties.

Materials and detailing

Red brick

Buff brick

Red tiling

Buff brick banding

Solar panels

Fencing and hedgerow boundaries

Colour

D1: Design Guidance for CA1

In conjunction with the area-wide codes, all development in the Scrooby Road character area must:

1. Be of a density that reflects the wider character, between 35-40 dph.
2. Adopt materials and architectural features as set out in the adjacent imagery. Materials should be limited to red brick and buff brick with brick band detailing.
3. In general, property setback should be between 1-6m to accommodate garages where possible. Properties directly fronting Scrooby Road should be setback from the road between 1-3m.
4. Where a front boundary is proposed, low masonry walls complimented by hedgerow planting or estate fencing will be appropriate.
5. Be no more than 2 storeys in scale , with the exceptions of new buildings fronting Scrooby Road, focal points or on key corners can exceed to 3 storeys to provide roofscape variety.
6. Notwithstanding the provisions set out in A7 (below), parking should be provided on-plot. Properties fronting Scrooby Road should provide parking to the rear of the building within parking courts.

2 Character Area 2: Former Harworth Colliery

3.3 CA2:Former Harworth Colliery

This character area resides on the land formerly occupied by the former Harworth Colliery. It lies adjacent to the boundary set out in the Scrooby Road and Colliery Site Design Principles and Indicative Masterplanning document (2014) which provides detailed design guidance and a masterplan for residential development on the Colliery site.

The character area occupies a central position along Scrooby Road. CA2 extends from Blyth Road in the west, to the settlement edge to the east, along Scrooby Road and abuts CA1, CA3, and CA10.

It is mainly residential in use with the Town Centre character area comprising its own study area (CA10). Retail uses within the character area include those that fall outside the Town Centre boundary, such as Aldi and Asda.

Notable assets include the football pitches and pavilion, located to the east of the character area which are accessed via Scrooby Road.

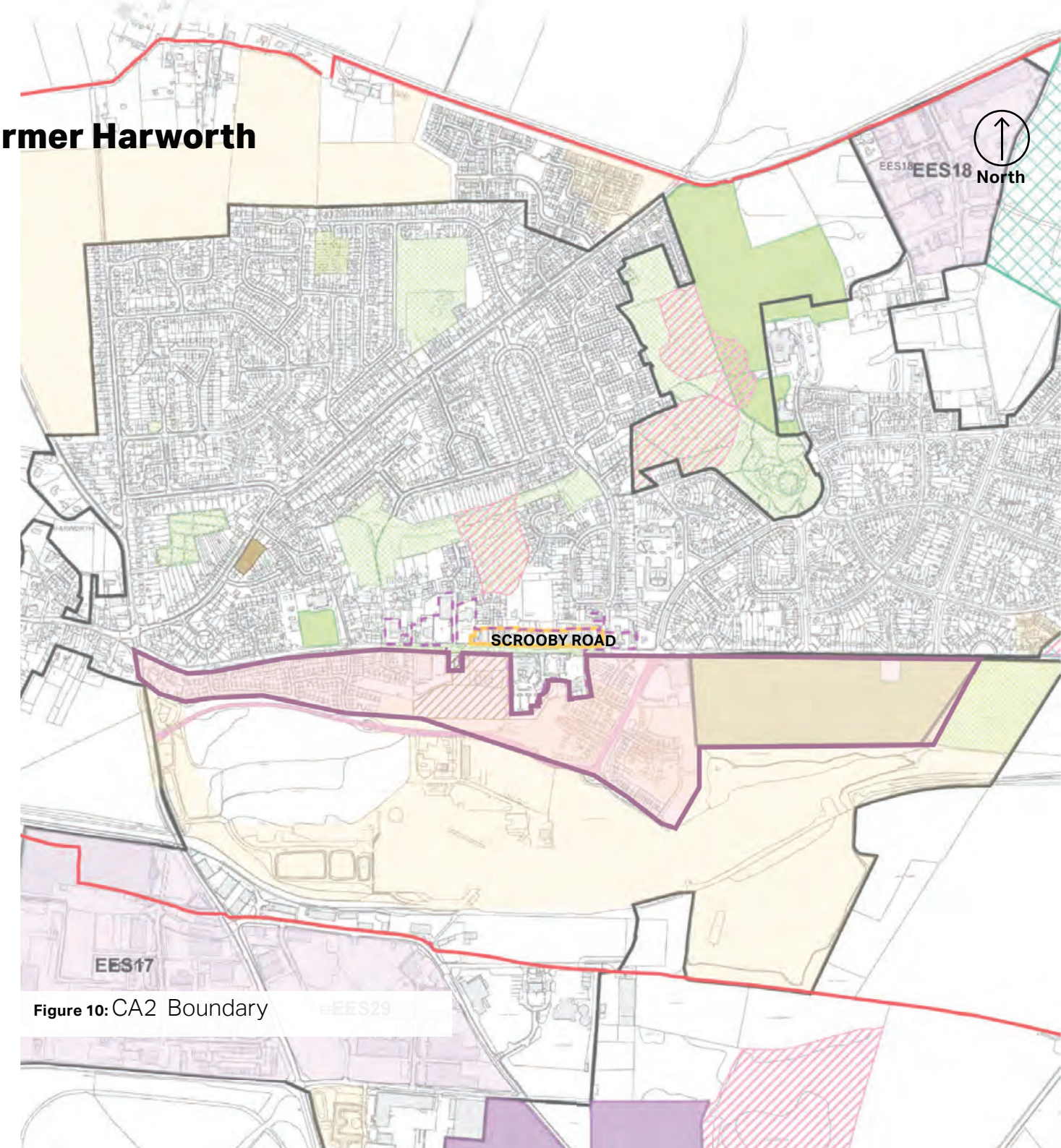


Figure 10: CA2 Boundary

General characteristics

- Mainly comprises modern residential development (built in last 10 years), accessed via series of curvi-linear streets and cul-de-sacs off Scrooby Road.
- The material palette is a mix of red and buff brick, with contrasting brick banding and dentil brickwork to delineate between storey heights. Dentils are also present on the eaves. White render provided in intervals creates diversity in materials along the streetscape.
- Roofing materials are typically red and grey interlocking tiling, typically in a standard pitch with link gables and gablets providing visual interest along the street frontage.
- Parking is typically provided on plot, either to the front or to the side. There are several housetypes that include garages. Parking courts are also evident in this character area.
- 1-3m building setback from the road (unless the property includes integral garages) with mainly vegetated front boundaries.
- Adjacent to the Town Centre retail uses. Aldi and Asda are within the boundary.
- Includes several playing fields and open spaces including a sport pavilion, and football pitches.

Notable characteristics

Colliery Road:

- Groups of terraced properties with front gardens bounded by low brick walls. The defining feature are book-ended gable fronts which provide a strong feature on the streetscene.

Colliery Road / Newstead Grove

- Colliery gates remain at the threshold between the new development at Newstead Grove and existing development at Colliery Road but they are not used, rather entry is from Brinsley Way creating an impermeable neighbourhood.

Hesley Road:

- Predominantly detached dwellings with detailed elevational treatments including brick banding and dentil brickwork.
- Integrated garages, front gardens, and low front boundary treatments.
- Skirt roofs and gable fronts provide diversity along the streetscene.

Figure 12: Open gables and link gables facing the street contributing to an interesting streetscene.

Figure 11: The playing fields are a notable asset within the character area.

Figure 13: On-plot car parking (including integral garages) help keep cars off the street and avoid a 'sea of cars'.

Character area	Average Net Dwellings per Hectare (DpH)
Harworth Colliery	40-45

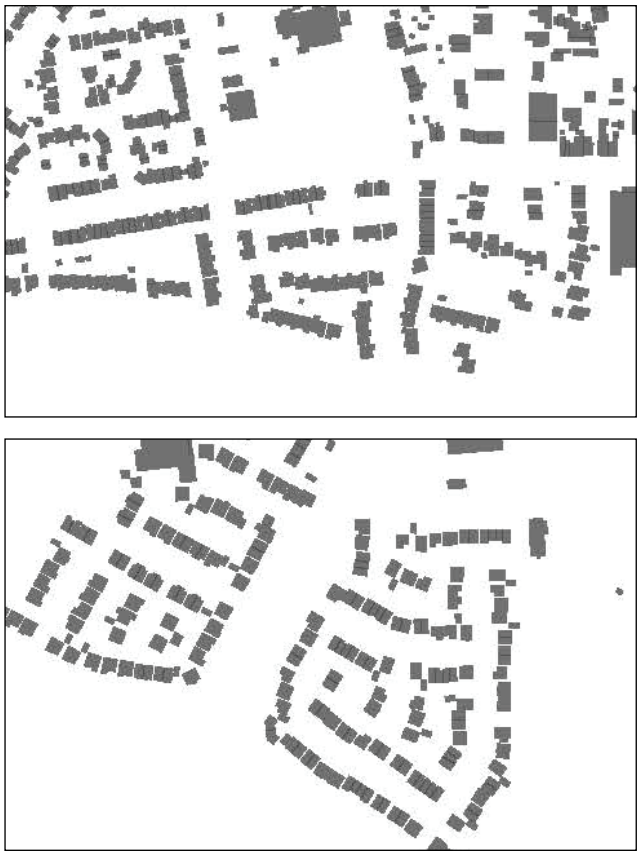


Figure 14: The images above illustrate an irregular and informal block layout of the character area.

Colour

Materials and detailing

Buff brick with brick banding

White render

Red brick with brick banding

Red clay pantile

Grey interlocking concrete tiles

Red interlocking concrete tiles

D2: Design Guidance for CA2

In conjunction with the area-wide codes, all development in the Harworth Colliery character area must:

1. Be of a density that reflects the wider character, between 40-45 dph.
2. Adopt materials and architectural features as set out in the adjacent imagery. Materials should be limited to red brick and buff brick with brick band detailing and dentil brickwork.
3. Buildings should be setback from the road to allow vehicles on the frontage unless they are located on Scrooby Road where a minimal setback from the road should be provided. Where a front boundary is proposed, low masonry walls complimented by hedgerow planting will be appropriate.
4. Be no more than 2 storeys in scale. New buildings fronting Scrooby Road, focal points or on key corners can exceed to 2.5 storeys to provide variance to the roofscape.
5. Notwithstanding the provisions set out in A7, parking should be provided on-plot preferably within integral garages.

3 Character Area 3: Droversdale Road

3.4 CA3: Droversdale Road

The Droversdale Road character area comprises the neighbourhoods at the eastern edge of the built up area. It resides entirely within Bircotes and comprises mainly of residential uses but also includes a convenience store, St Patrick's school, a leisure centre, Serlby Park Academy, and a welfare hall.

A bus route navigates along Droversdale Road and Shrewsbury Road, and alongside a network of informal and formal footpaths, is highly permeable to adjacent neighbourhoods and the Town Centre for pedestrians.

Several areas of open and green space are located adjacent to CA3, with Snipe Park and an area locally important for nature conservation abutting the western boundary, and the football pitches abutting the southern boundary.

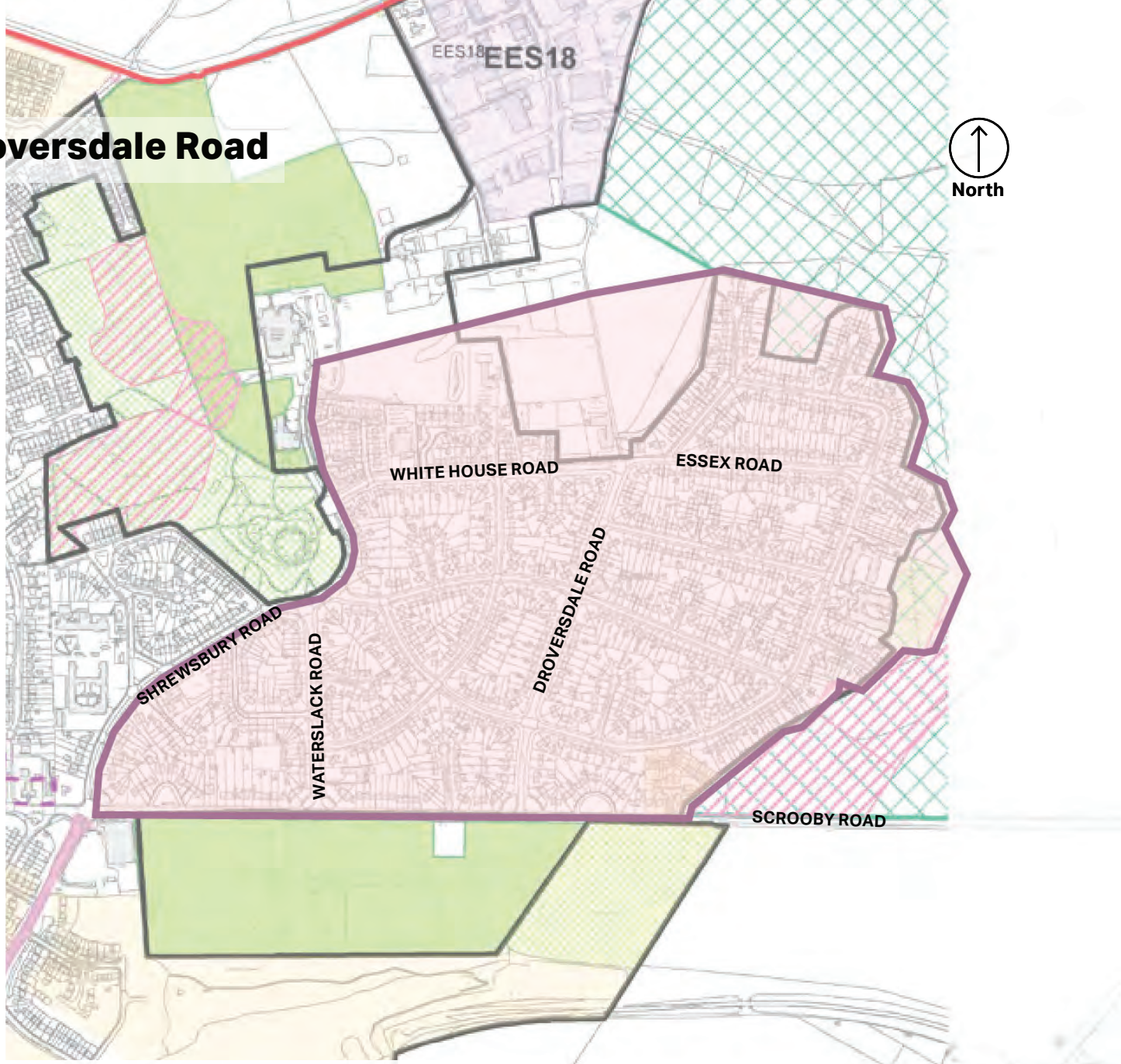


Figure 15: CA3 Boundary

General characteristics

- This purpose-built estate was built to house incoming colliery workers between 1920-1930 (approx).
- CA3 is arranged across a curvi-linear street pattern with some roads terminating in cul-de-sacs comprising a predominantly permeable and legible street network.
- Streets are typically characterised by wide roads and pavements with limited street planting and low boundaries, creating a low level of street enclosure.
- The majority of buildings are of a medium density with gaps between them, allowing for views through plots, reinforcing the open character.
- Low brick and masonry walls comprise the predominant front boundary treatment.
- Parking is mainly provided on-plot, typically to the front, usually resulting a car dominated streetscene
- Brown and red brick is the dominant material palette with white rendering providing variety to the streetscene.
- The roofscape varies significantly with mainly hipped roofs and open gables to the street with red and grey pantile tiling, brown concrete tiling, and red concrete tiling.

Notable characteristics

Waterslack Road and Gilbert Road:

- Terraces with a distinctive roof profile showing small dormers.
- Doorways are a prominent feature.
- Chamfered corner conditions facing the street often recurring across similar period development.
- Gabled terraced bungalows are also a feature.

Snipe Park Road:

- Continual lintel and brick banding is a detail feature with buildings that have bookend gables.

Church Rd and The Crescent:

- Chamfered corner condition providing an active frontage on all streets.

Gilbert, Norfolk and Essex Road:

- Runs of 4 terraces with a centred gable are a common feature. They typically comprise a rendered or painted upper level brickwork. Porches are a feature.

Bryndale Court:

- A lack of soft landscaping (no street tree planting nor hedgerow planting) creates a hard character.

Figure 16: Parking typically provided on-plot. Examples of front and side of property parking.

Figure 17: Semi-detached property with a positive relationship to the corner with open gables and a chamfering (setback and facing directly to the corner) orientation.

Figure 18: The lack of soft landscaping leads to poor quality public realm.

Character area	Average Net Dwellings per Hectare (DpH)
Droversdale Road	30-35

Figure 19: The image above illustrates the informal and irregular urban block pattern upon which this character area is arranged. It is based upon a curvi-linear street pattern with tertiary streets often punctuating the block and terminating in cul-de-sacs. Block corners are occupied by corner turning dwellings on all corners which can contribute to a legible neighbourhood.

Colour

Materials and detailing

Grey tiling

Buff brick with red quoins

Brown concrete tiling

Low masonry walls

Brown brick with dark brick banding

D3: Design Guidance for CA3

In conjunction with the area-wide codes, all development in the Droversdale Road character area must:

1. Be of a density that reflects the wider character, between 30-35 dph.
2. Adopt materials and architectural features as set out in the adjacent imagery. Materials should be limited to brown brick and buff brick with brick band detailing.
3. Not exceed 2 storeys in scale.
4. Small dormers or link gables should be used to articulate the roofscape.
5. On corners, new buildings must be orientated to chamfer the corner and have low red brick walls as a front boundary treatment.
6. Doorway openings should be articulated with porches.
7. Detailing should comprise continual lintel and brick banding.
8. Reinforce the general layout and street pattern illustrated in Figure 19.
9. Include soft landscaping such as street tree and hedgerow planting to provide visual relief on the streetscene.

4 Character Area 4: Bawtry Road

3.5 CA4: Bawtry Road

The Bawtry Road character area includes the built up area along the majority of Bawtry Road, Sandymount, Beverley Road, East and West Street, and Festival Avenue. It lies wholly in Harworth.

It is predominantly residential in use but includes a retail unit along Bawtry Road. A bus route navigates along West and East Street and along Bawtry Road. Bawtry Road is an important route through the town connecting Tickhill and Blyth Road in the south to the northern boundary.

There are no green or open spaces within CA4 however, it abuts the playing fields to the north and several open spaces to the south.

It is highly connected to the Town Centre to the south via a network of informal footpaths that navigate through the open spaces to the south of CA4.

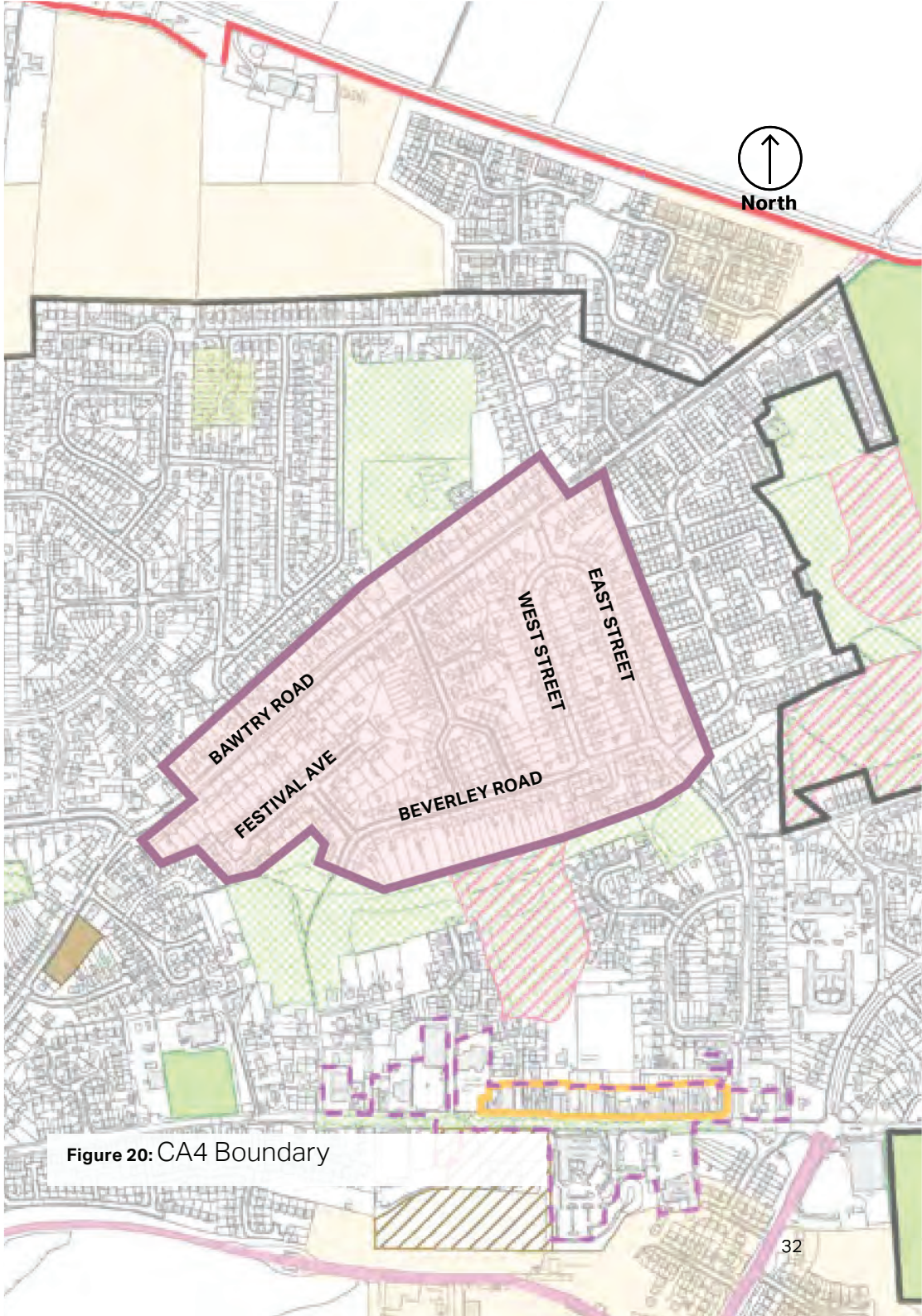


Figure 20: CA4 Boundary

General characteristics

- Predominantly semi-detached house types residing within medium-sized plots. There are a few examples of terraced property types.
- No street tree planting however, grass verges provide limited visual relief along the streetscene.
- A good level of frontage along routes and spaces which contribute to a strong level of enclosure to the street.
- Parking is predominantly provided on-plot either to the side or to the front of properties. There are a few cases of rear of property parking at Sandymount East.
- Regular gaps between properties and hipped roofs contribute to a rhythm of the roofscape along the street.
- Mix of boundary treatments including masonry walls, hedgerows, fencing and open boundaries. Rear boundaries typically bound open and green spaces.
- Some cases of brickwork banding delineating between storeys.

Notable characteristics

Sandymount Road:

- Access-way to a close / cul-de-sac with very small access points for vehicles.
- Chamfered building line on notable corners are evident.
- Garages located at the rear of a plot are a common feature.
- Upper levels of houses are often painted or rendered, adding visual diversity to the streetscene.

Bawtry Road:

- Examples of properties with gables open to the front of the property, articulating the streetscene
- Hipped roofs, alongside wide gaps between properties, contribute to long views through the plots.

Figure 22: Diverse roofscape including traditional pitches and hipped roofs.

Figure 21: Planting on the streetscene limited to grass verges and planting within residential curtilages.

Figure 23: Level changes addressed within the plot (on- plot boundaries).

Figure 24: Bungalows on Sandymount are set back with grassed areas.

Character area	Average Net Dwellings per Hectare (DpH)
Bawtry Road	30

Figure 25: The image above illustrates the mainly regular and continuous building line of the character area leading to a medium density neighbourhood with gaps between properties. It is arranged in a curvi-linear street pattern with some routes terminating in cul-de-sacs.

Materials and detailing

Red brick with banding and dentil course

Pebbledash

Render

Hipped roofs

Hedgerow

Masonry walls with hedgerow

Colour

D4: Design Guidance for CA4

In conjunction with the area-wide codes, all development in the Bawtry Road character area must:

1. Be of a density that reflects the wider character at 30 dph.
2. Adopt materials and architectural features as set out in the adjacent imagery. Materials should be limited to red brick with white render providing diversity.
3. Not exceed 2 storeys in scale. Small dormers or link gables should be used to articulate the roofscape.
4. On corners, new buildings must be orientated to chamfer the corner and have low red brick walls as a front boundary treatment.
5. Reinforce a consistent building line with adjacent properties.
6. Doorway openings should be articulated with porches.
7. Detailing should comprise brick banding with dentil brickwork.
8. Reinforce the general layout and street pattern illustrated in Figure 25.

5 Character Area 5: Dorchester Road

3.6 CA5: Dorchester Road

The Dorchester Road character area includes the residential neighbourhood that lies south of Bawtry Road, and to the north of Snipe Park.

It is predominantly residential in use with the exception of Bircotes preschool and the green and open space that comprises the northern section of Snipe Park as well as a field adjacent to Arundel Walk.

It is a highly connected neighbourhood with several informal footpaths (snickets) and formal footpaths connecting navigating through green spaces and between properties to adjacent neighbourhoods, particularly to Snipe Park and to Bawtry Road.

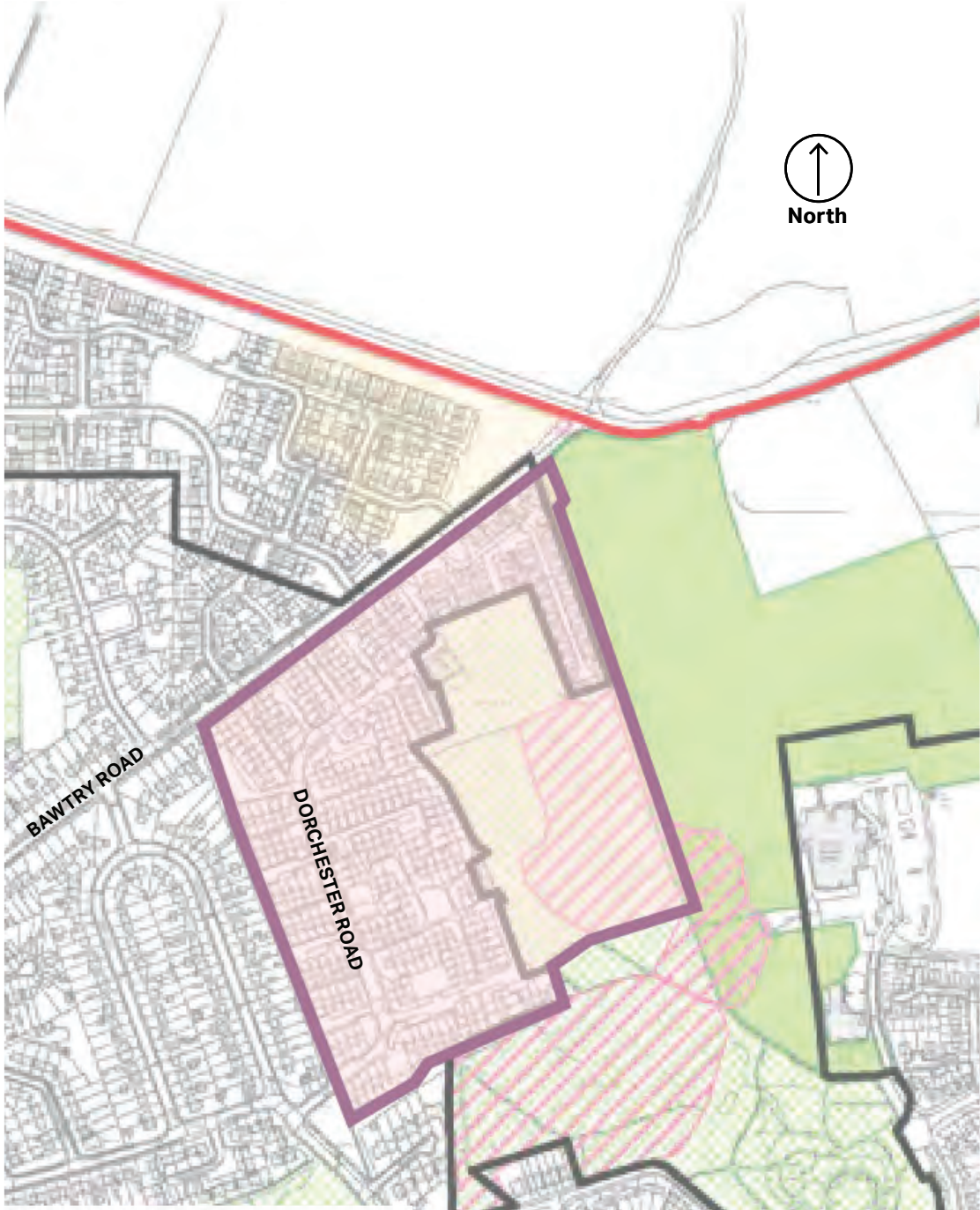


Figure 26: CA5 Boundary

General characteristics

- Terraced housing are the predominant housetype with many properties in rows of 3-5 houses.
- High level of connectivity to adjacent neighbourhoods and Snipe Park due to a number of footpaths and snickets. Many footpaths however are not appropriately overlooked and navigate behind rear boundaries of properties.
- Fencing comprises the majority boundary treatment for both front, rear and side boundaries. They typically range between 1m and 1.5m in height.
- A uniformity to the roofscape with concrete tiling in a traditional pitch providing a strong rhythm to the streetscene.
- Pebbledash and render are the dominant elevational treatment in wide variety of colours and patterns as illustrated
- Porches are commonplace and often articulate the property frontage.
- Parking is predominantly provided to the rear of the property within parking courts, service areas or within garages that are accessed via the rear. The parking courts are often overused and crowded creating a poor relationship to the street.
- Solar panels have been installed on many properties.
- Ziggurat (sawtooth) arrangement of buildings - in this instance it is terraces staggered in formation and angle to the street.
- Views along some streets are often terminated by a blank gable facing the public realm.
- Properties are typically within small plots, porches, small gardens, high timber fences, building stock is former or council owned.
- Due to building orientation, some spaces and footpaths, including the green space, are not appropriately overlooked by properties. This can encourage anti-social behaviour due to poor passive natural surveillance.
- Anti-social behaviour on the green space may be a result of a lack of natural surveillance.

Figure 28: Images above illustrate a consistent building line (left) and a ziggurat (sawtooth) building line (right).

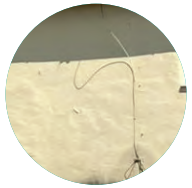
Figure 27: This parking court is not overlooked by residential properties, not allowing for passive natural surveillance.

Figure 29: Porches articulating building frontages and are overlooking a snicket.

Character area	Average Net Dwellings per Hectare (DpH)
Dorchester Road	40

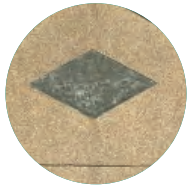
Figure 30: Illustrated above is the perimeter block layout of the character area arranged across a predominantly linear street pattern. Building lines are mainly continuous with a slight variation providing some diversity along the streetscene.

Materials and detailing

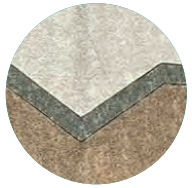


Render

Pebbledash



Brick detailing



Brick detailing

Tall fencing

Low fencing

Colour

D5: Design Guidance for CA5

In conjunction with the area-wide codes, all development in the Dorchester Road character area must:

1. Be of a density that reflects the wider character at 40 dph.
2. Be influenced by materials and architectural features as set out in the adjacent imagery.
3. Not exceed 2 storeys in scale.
4. Buildings should be orientated to avoid providing a blank gable to the street.
5. Doorway openings should be articulated with porches.
6. Reinforce the uniformity of the roofscape.
7. New buildings should seek to create a degree of natural surveillance and overlooking to the network of footpaths within the character area.
8. Reinforce the general layout and street pattern illustrated in Figure 30.
9. Notwithstanding the provisions set out in A7, parking spaces must be overlooked by properties including parking courts. Parking courts should also be easily and directly accessed by the property the parking space is associated with.

6 Character Area 6: Baulk Lane

3.7 CA6: Baulk Lane

CA6 is a large character area comprising the residential neighbourhoods to the north of Bawtry Road.

It is mainly residential in use and has a bus route navigating along Amanda Road and Sandrock Road.

There are areas of open and green spaces throughout CA6. Most notable are the playing fields adjacent to Lindsey Road, to the north east of the character area. It contains a football field, and an ancillary building, and is accessed via Grange View. It is partially overlooked by properties At Lindsey Road yet has rear boundaries abutting the fields to the north, east and south.

Notwithstanding the playing fields, there are several pocket parks/greenspaces dotted throughout, such as at Beech Road.

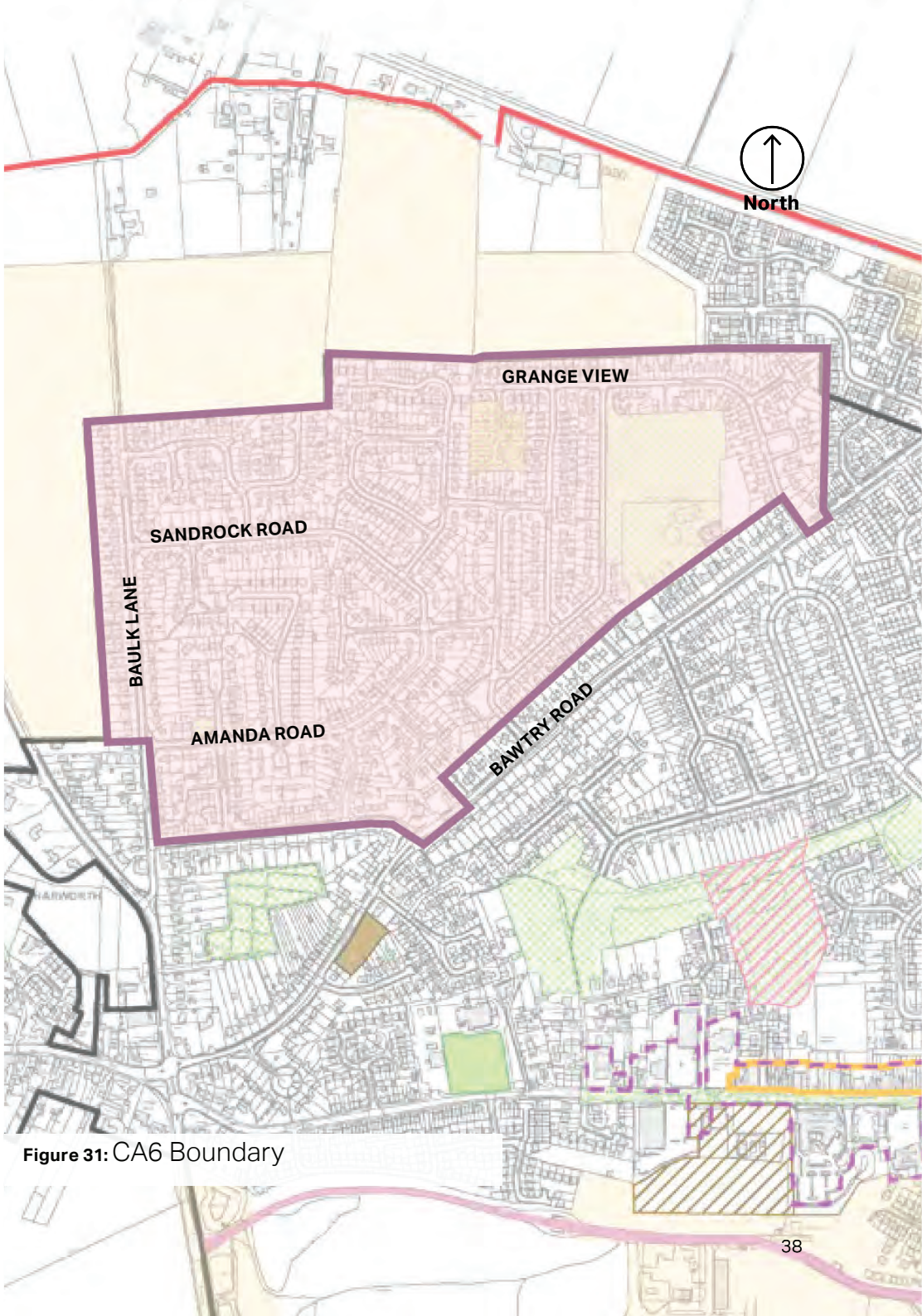


Figure 31: CA6 Boundary

General characteristics

- Predominantly semi-detached housing.
- Arranged across a curvi-linear street pattern.
- There is no street tree planting however grass verges provide visual relief along the streetscene.
- Brown and red brick are the dominant elevational material with white rendering providing some diversity on the streetscene.
- Mix of boundary treatments with hedgerows and masonry walls being the common form of front boundary.
- Buildings are predominantly two storey in height creating a consistent rhythm along the majority of the character areas streets. There are a few examples of semi-detached and terraced bungalows creating some diversity.
- The character area also contains several areas of significant backland development such as at Smith Square and Hawkins Close.

Notable characteristics

Amanda Road:

- Postwar semi-detached and terraced housetypes.
- Low hedges and timber fences are the typical boundary treatment

Sandrock Road and Moor Top:

- Semi detached properties on one side of the road and bungalows on the other. This is a typical layout across the neighbourhood area with regards to housing mix.
- On key corners, properties are typically setback from the road behind extensive verges and a chamfered corner condition to property orientation. This provides an active frontage to both streets.

Baulk Lane:

- Semi detached with centrally positioned integrated garages.

Figure 33: The images above show the installation of solar panels in the roofscape.

Figure 32: Strong boundary features reinforcing the consistent building line - providing a rhythm on the streetscene.

Figure 34: Varying facade materials creating diversity on the streetscene.

Character area	Average Net Dwellings per Hectare (DpH)
Baulk Lane	35-40

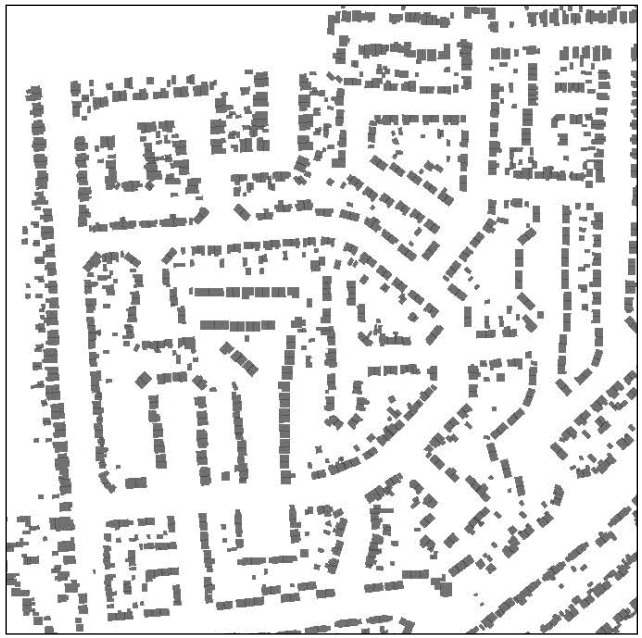


Figure 35: The above image illustrates the character areas curvi-linear street pattern and informal block layout. Also demonstrated is the irregular building line pattern with some properties retaining a strong building line with adjacent buildings and others that do not.

Materials and detailing

Red brick

Brick banding

White render

Grey tiling

Open boundaries

Hedgerow boundaries

Colour

D6: Design Guidance for CA6

In conjunction with the Area-wide codes, all development in the Baulk Lane character area must:

1. Be of a density that reflects the wider character, between 35-40 dph.
2. Adopt materials and architectural features as set out in the adjacent imagery. Materials should be limited to red or buff brick with white render providing diversity.
3. Not exceed 2 storeys in scale.
4. Reinforce the uniformity of the roofscape. Materials should include natural slate, clay pantile and brown concrete tiling.
5. Reinforce the consistent building line of adjacent buildings and be setback from the road by at least 5m.
6. Reinforce the general layout and street pattern illustrated in Figure 35.
7. Notwithstanding the provisions set out in A7, parking should be provided on-plot either to the side or front of the property.

7 Character Area 7: Mirabelle Way

3.8 CA7: Mirabelle Way

The Mirabelle Way character area comprises the northern boundary of the neighbourhood area and is bounded to the north by Bawtry Road (A631), a main route to Tickhill in the west and Bawtry to the west.

The boundary of CA7 is broadly in line with the associated housing allocation which is identified in Figure 03, comprising a collection of individual development parcels. This has resulted in a neighbourhood that, in places, is hard to navigate through with boundaries restricting movement between adjacent neighbourhoods. This is particularity the case between the developments at Buckingham Crescent and Mirabelle Way.

The character area is residential in use, and due to its age, is homogeneous in its design.

There are no notable assets within the character area. The northern boundary however, abuts the Green Wheel (as set out in the Neighbourhood Plan), which provides pedestrian and cycle connectivity around both Harworth and Bircotes.

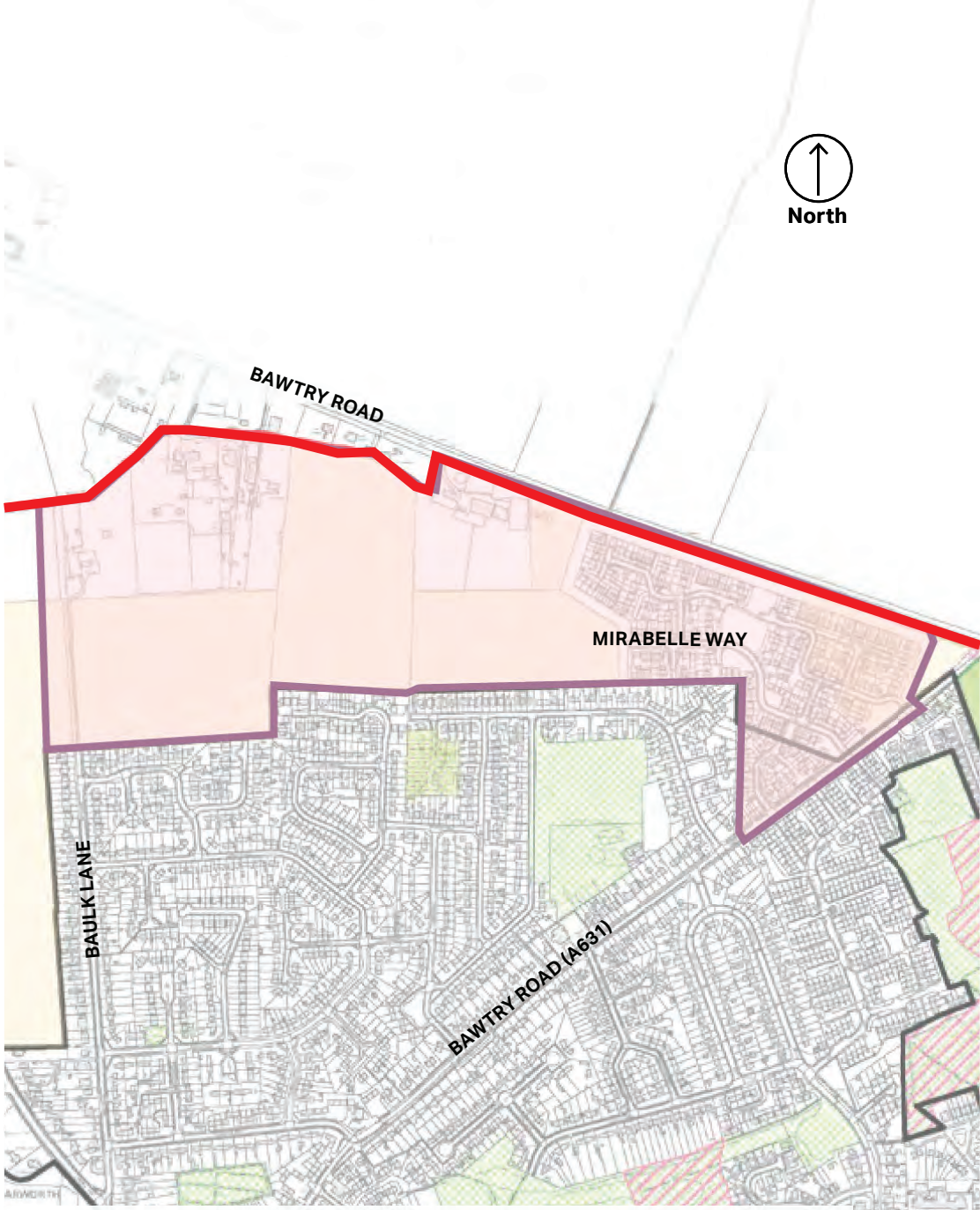


Figure 36: CA7 Boundary - development off Sherwood Road is nearing completion with park, pond, and access secured.

General characteristics

- A mix of red and buff bricked properties with detached, semi-detached and terraced housetypes.
- Variable roofscape with predominantly grey roof tiles, with red roof tiles providing variety to the roofscape.
- Properties are principally 2 storeys in height with a traditional roof pitch. Properties with a shallower roof pitch provide diversity to the roof profile.
- Boundaries vary to include estate fencing, boarded fencing, and brick walls.
- Limited planting along the streetscene contributes to a hard landscape environment.
- Properties are typically orientated outwardly to face open spaces (notably the 'green wheel') and face the street creating a strong sense of enclosure. There are a few cases however, where properties are orientated to have blank side gables facing outwardly.

Notable characteristics

Grange View:

- Predominantly comprises semi detached properties with yellow brick elevations, red pantile roofing, on-plot parking either to the side or within garages located to the rear garages. Grange View has long front gardens mostly grass.
- This is another example of a housing type that is also evident in CA5, where runs of 4 terraces that do not face street but are accessed off a central pathway. In this instance grassed areas face the street and garages are the street presence.

Presidents Place:

- Tightly packed layout with terraces and detached properties.
- Significant parking to the front of the property creating a car dominant housing layout.
- Porches articulate the streetscene.
- High timber fences with no access to the adjacent green wheel - another example of new developments not providing access or permeability to adjacent neighbourhoods or assets.

Figure 38: Images above demonstrate a positive relationship (left) and a negative relationship (right) with the Green Wheel.

Figure 37: Scale increases to 2.5 and 3 storeys at notable focal points improving site legibility and sense of place.

Figure 39: On-plot and front of property parking contributing to a hard streetscape.

Character area	Average Net Dwellings per Hectare (DpH)
Mirabelle Way	50-55

Figure 40: The image above illustrates the informal urban block pattern with variable building lines and setbacks from the road. The street pattern is curvi-linear with many routes terminating in cul-de-sacs. Properties provide strong frontages to both streets and spaces with many properties providing a frontage to both streets when located on key corners.

Materials and detailing

Red brick with buff banding

Buff brick with red banding

Red pantile

Grey pantile

Gablets

Colour

D7: Design Guidance for CA7

In conjunction with the Area-wide codes, all development in the Mirabelle Way character area must:

1. Be of a density that reflects the wider character between 50-55 dph.
2. Adopt materials and architectural features as set out in the adjacent imagery. Materials should be limited to red or buff brick.
3. Not exceed 2 storeys in scale. Properties at focal points can increase to 2.5 / 3 storeys.
4. Materials for roofs should include red or grey pantile tiling.
5. Reinforce the consistent building line of adjacent buildings.
6. Should be orientated to face the street, or notable spaces such as focal points and the green wheel. New development must avoid orientating properties so that blank side gables or rear boundaries face these spaces.
7. Reinforce the general layout and street pattern illustrated in Figure 40.

8 Character Area 8: Main Street

3.9 CA8: Main Street

The Main Street character area comprises the historic core of Harworth and includes all of the listed buildings set out in table 04.

It comprises a mix of uses including residential, community/civic, and retail uses. A bus route navigates along Styrrup Road and Main Street, connecting CA8 to the wider settlement.

It is arranged across a fine urban grain street pattern with tertiary and secondary routes radiating from Main Street, a primary road connecting Styrrup Road to the main built up areas to the east.

Beyond the built up area of CA8, the character are comprises open features, such as the setting of the church and the fields beyond to the north. These field are bounded by mature trees and hedgerow.

The boundary of the character area is defined by Tickhill Road, Blyth Road, agricultural fields and Harworth Sewage Dyke.

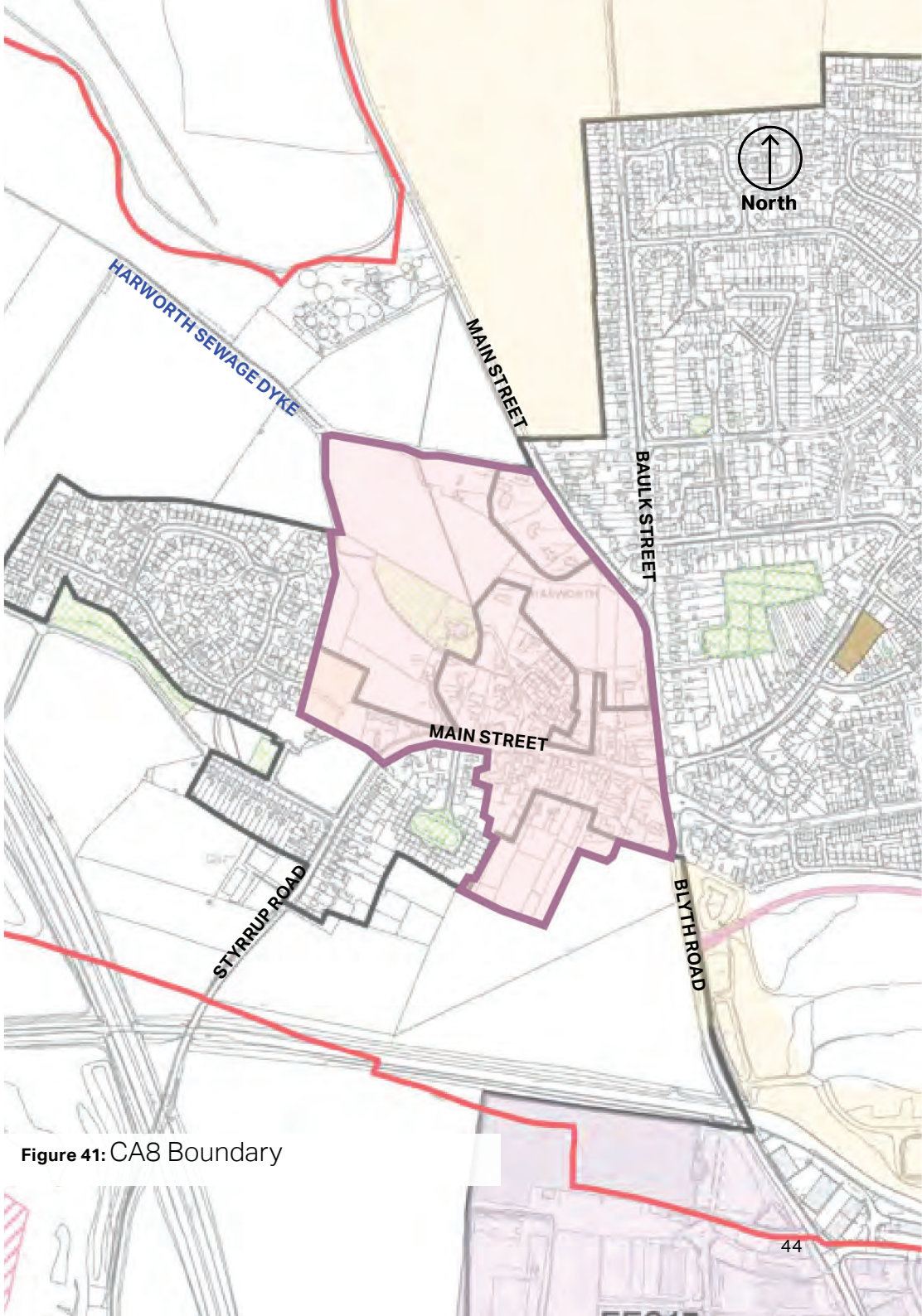


Figure 41: CA8 Boundary

General characteristics

- Large former agricultural buildings converted to residential use.
- Mainly 2 storey buildings with red and brown brick as the dominant elevational treatment with mainly red pantile roofing materials.
- Parking predominantly provided to the rear of properties within large forecourts.
- Sylvan character with mature trees and vegetated front boundaries.
- Buildings on Main Street on the southern side have minimal set back providing a degree of enclosure to the street.

Notable characteristics

Main Street:

- Buildings are often tight to the pavement edge indicative of the expansion from cart track to roadway.

Syringa Court:

- Good examples of adaptive reuse and infill development. Buildings typically lacks detailing but is generally sympathetic to the aesthetic and built form of the agricultural character and nearby historic buildings.
- Large swathes of hardstanding with limited vegetation and planting.

3.9.1 Listed Buildings

There are 8 Listed buildings within Harworth and Bircotes, all of which are in CA8.

These buildings are arranged across an organic street pattern and combined with the low density and scale of buildings, create notable views towards these assets.

Therefore, new development, including alteration and extensions to existing properties, will be required to make a positive contribution to the character and appearance of this character area, including the setting of these listed assets.

Figure 42: Notable views of Listed assets including All Saints' Church and the War Memorial.

Figure 43: Buildings, including listed assets, abutting the road providing a strong sense of enclosure along Main Street.

Figure 44: Willow Barn: red brick arranged in a Common Bond with ventilation brick detailing and red pantile roof tiling.

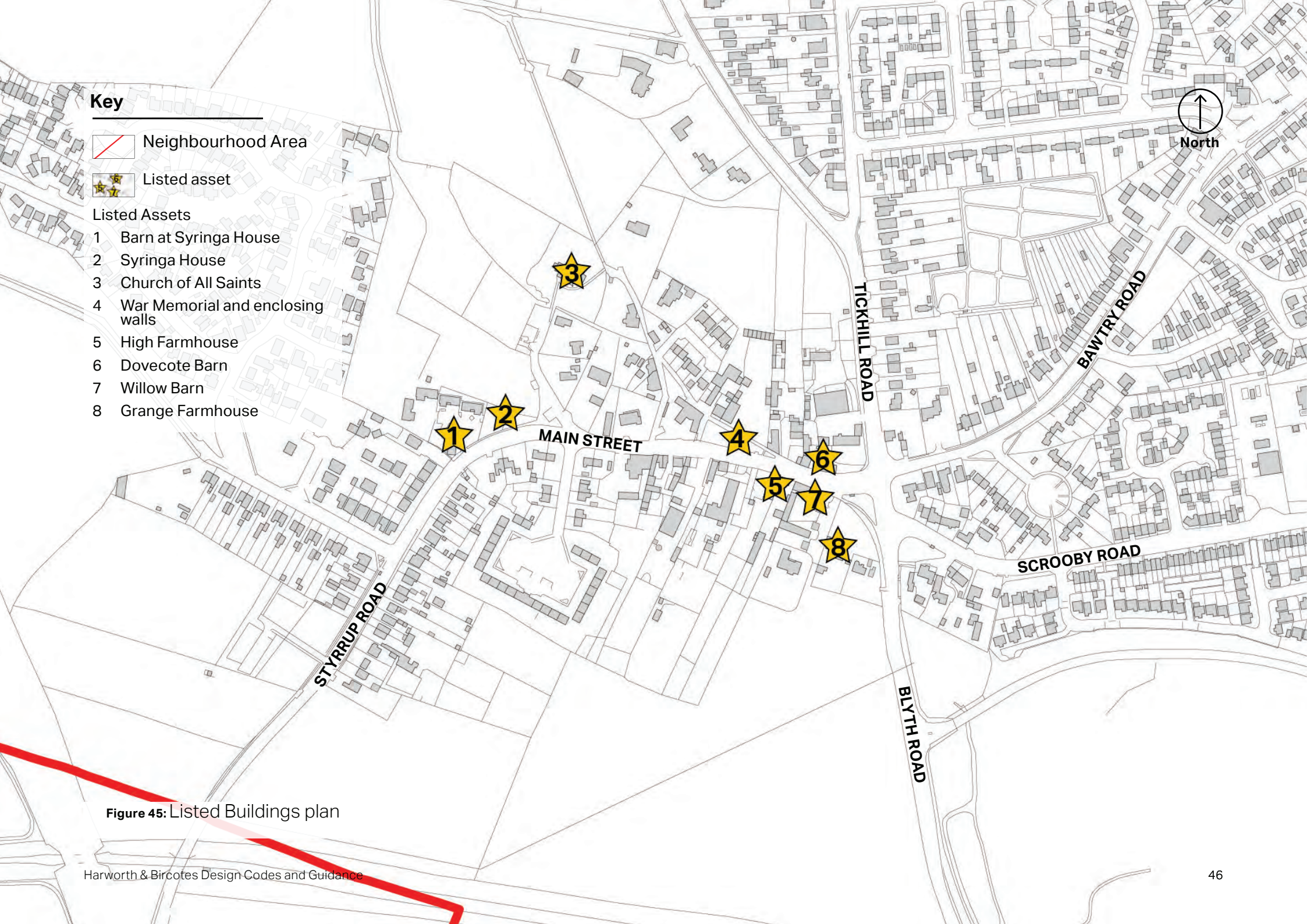


Figure 45: Listed Buildings plan

3.9.2 Historical features

Heritage features on buildings within the village envelope include:

Barn at Syringa House

- Type and age: Barn constructed in the early 19th Century
- Scale: 2 storeys
- Facade and roof: Red brick with a pantile roof
- Detailing: Dogtooth eaves and ventilation bricks

Syringa House

- Type and age: House constructed in the late 18th Century
- Scale: 2 storeys
- Facade and roof: Red brick with a hipped pantile roof
- Detailing: Dogtooth eaves and brick lintels.

High Farmhouse

- Type and age: Farmhouse constructed in timber and bricked in 1742.
- Scale: 2 storeys
- Facade and roof: Rendered over red brick, pantile roof with red brick coped gables and kneelers.
- Detailing: Dogtooth and raised brick band at the eaves. Central doorway with glazed 20th Century door. Flanked by single Yorkshire sashes. Above, 3 similar, smaller, Yorkshire sashes. All openings are under segmental arches.

Willow Barn

- Type and age: Barn constructed in late 18th Century.
- Scale: 2 storeys
- Facade and roof: Red brick, pantile roof with brick coped gables and kneelers.
- Detailing: Dentil eaves. Central large carriageway under a flat head with double wooden door. Above the carriageway is a single diamond ventilation pattern

Dovecote Barn

- Type and age: Barn constructed in the early 19th Century.
- Scale: 2 storeys
- Facade and roof: Red brick with hipped pantile roof.
- Detailing: Dogtooth and raised brick band at the eaves. Central large carriageway under a segmental arch with keystone inscribed “TW 181”, and a double wooden door. To the left are two recessed panels each containing a single diamond ventilation pattern.

Grange Farmhouse

- Type and age: Farmhouse constructed in late 18th Century.
- Scale: 2 storeys
- Facade and roof: Red brick with a brick and coursed rubble plinth, hipped pantile roof.
- Detailing: Dogtooth and raised brick band at the eaves. Splayed brick lintels.

Character area	Average Net Dwellings per Hectare (DpH)
Main Street	15

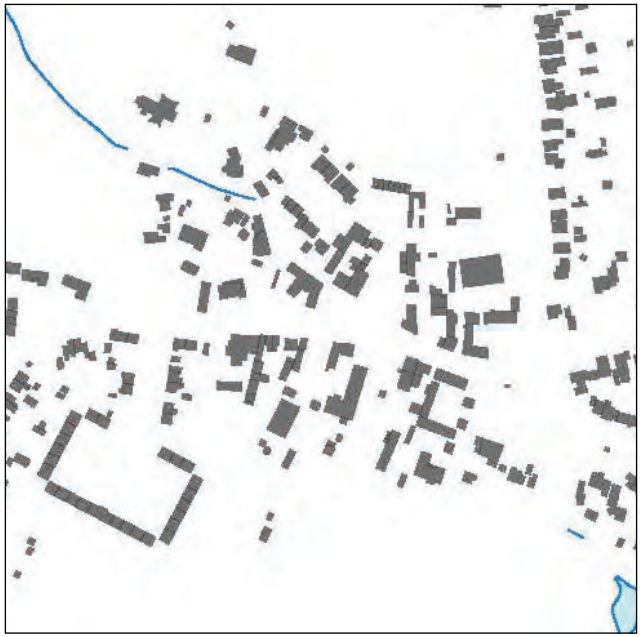


Figure 46: As illustrated above, the character area is organised across a fine urban grain street pattern radiating away from Main Street. Building sizes vary with both large (former agricultural buildings) and small (terraced and semi-detached properties) floorplates.

Materials and detailing

Red brick

Red pantile

Timbering

Render

Gablets

Masonry walls with hedgerow

Colour

D8: Design Guidance for CA8

In conjunction with the area-wide codes, all development in the Main Street character area must:

- Be of a density that reflects the wider character at 15 dph.
- Adopt materials and architectural features as set out in the adjacent imagery. Materials should be limited to red brick with timbering and render providing diversity to the streetscene.

All development that effects a listed building or asset (as identified in Figure 45), including alterations and extensions must:

- Respond to the design features set out in paragraph 3.9.2.
- Respect the historic layout and pattern as illustrated in Figure 46)
- Respond appropriately to the scale, massing, and height of adjacent buildings.

Notwithstanding the above, proposals that effect a listed building must consult Historic England and the Local Planning Authority.

9 Character Area 9: Styrrup Road

3.10 CA9: Styrrup Road

The Styrrup Road character area includes the residential neighbourhoods to the west of Harworth. It lies wholly within the settlement of Harworth and comprises the western gateway to the wider neighbourhood area.

It is arranged across Styrrup Road, Thornhill Road and Bracken Way and is bounded by agricultural fields and the Main Street character area (CA8).

There are several pockets of green and open space within CA9, notably at Thornhill Road and Common Lane.

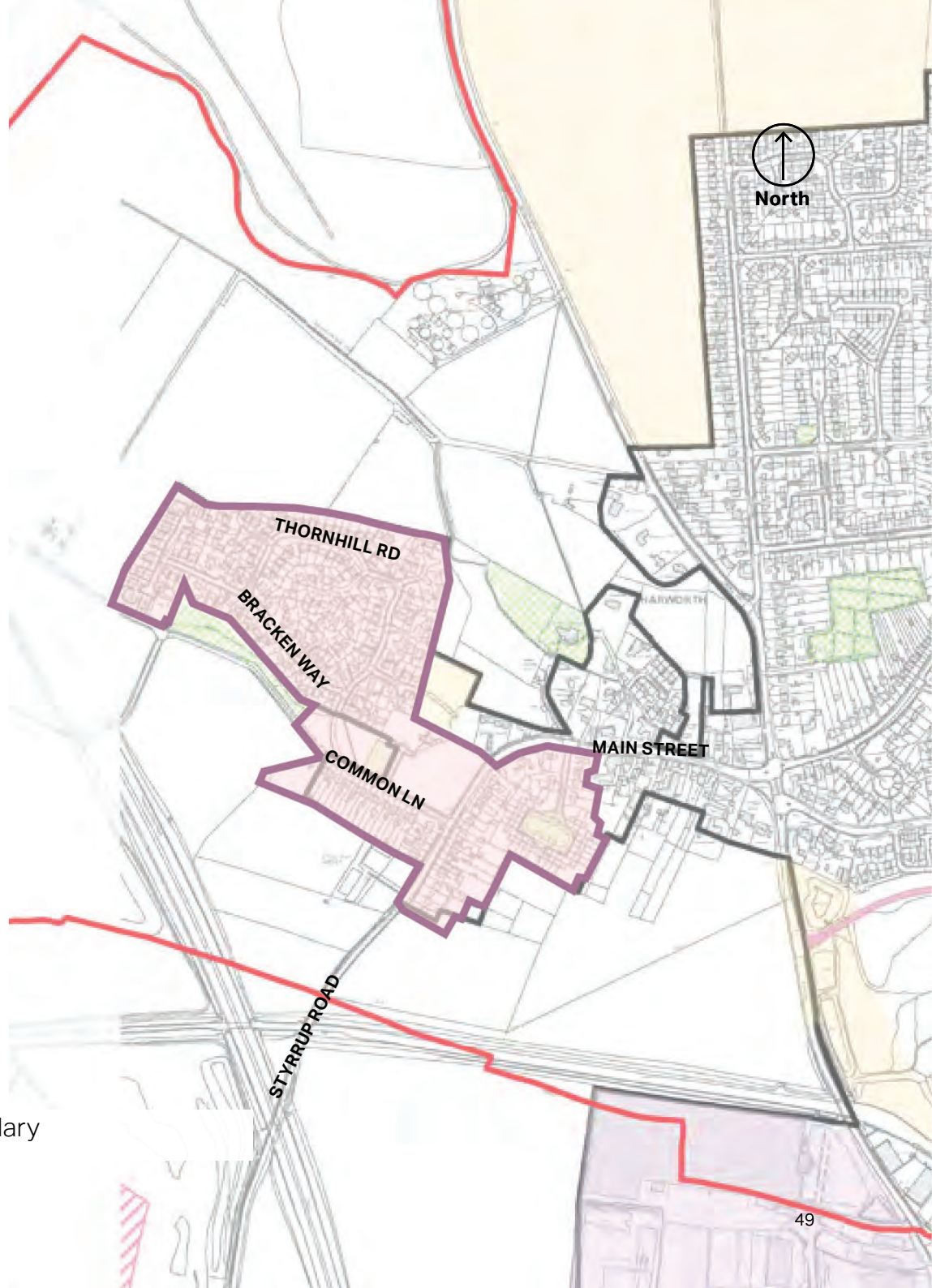


Figure 47: CA9 Boundary

General characteristics

- Curvi-linear and looping street pattern creating a permeable and legible street network.
- Greenspaces and pocket parks providing visual relief along the streetscene.
- Irregular building line with varying setbacks from the road and a variety of parking provision. This creates an inconsistent built form and an unattractive streetscene.
- Mix of red and buff bricks as the elevational treatments.
- Concrete interlocking roofing materials in a predominantly traditional pitch. There are examples of open and link gables hipped roofs and pyramid hip roofing pitches.
- Small plots with minimal gaps between properties. This reinforces a sense of enclosure along the streets and increases density. However, combined with the irregular building line, creates a confusing environment.

Notable characteristics

The Green:

- Circular arrangement of bungalow housetypes overlooking a central greenspace and a looping road.

Common Lane:

- Semi-detached housetypes with bay windows, arched entrance porches, hip roofs, rear garages. Mostly bungalow housetypes.

Bracken Way/Thornhill Road:

- Predominantly arranged across a crescent road layout with tertiary roads radiating from the loop road terminating in cul-de-sacs.
- Inconsistent building line resulting in blank gables fronting the street and inactive frontages along lengthy sections of the street.

Bracken Way

- 3 storey apartments to the west with carriageway entrances to parking courts; skirt roof profiles articulated by gablets. Integrated garages, porches and limited vegetation are typical on the streetscene.

Figure 49: Images above illustrate a consistent building line (left) and a ziggurat (sawtooth) building line (right).

Figure 48: Central pocket park overlooked by residential properties creating a degree of natural surveillance.

Figure 50: Porches articulating building frontage and link and open gables contributing to an interesting active frontage to the street.

Character area	Average Net Dwellings per Hectare (DpH)
Styrrup Road	35

Figure 51: The figure ground above illustrates the irregular and informal block pattern with non-uniform building line. Properties do not interact with its surroundings well with rear boundaries facing the wider countryside.

Materials and detailing

Red brick

Buff brick

Red concrete tile

Hedgerow

Masonry walls

Colour

D9: Design Guidance for CA9

In conjunction with the Area-wide codes, all development in the Styrrup Road character area must:

1. Be of a density that reflects the wider character at 35 dph.
2. Adopt materials and architectural features as set out in the adjacent imagery. Materials should be limited to red or buff brick.
3. Not exceed 2 storeys in scale.
4. Materials for roofs should include red or grey pantile tiling.
5. Should be orientated to face the street. New development must avoid orientating properties so that blank side gables or rear boundaries face these spaces.

10 Character Area 10: Town Core

3.11 CA10: Town Centre

The boundary for CA10, the Town Centre, follows the Town Centre boundary as identified in the Local Plan and illustrated in Figure 03. It is the subject of a masterplan and series of design principles as set out in Section 2.1.

The character area is situated along Scrooby Road, the main east-west route through the neighbourhood area.

CA10 includes the neighbourhood areas main retail uses (Use Class E) comprising takeaways, barbers, butchers and bars. It also includes a health centre, a library and the Town Hall.

Currently the High Street is 'single loaded', with shops only on the north side of Scrooby Road. The south side is typically dominated by either barrier planting or buildings that are set back from the road, reducing the levels of activity on this side of the street.

The existing High Street has many positive features, such as its retail units, street tree planting and a recent public realm upgrade. A constraint to development however, are the ownership issues on the footpaths of the Town Centre with a substantial amount being privately owned with the remainder being owned by the Council. This leads to an impasse when it comes to design interventions (see Figure 55, overleaf).

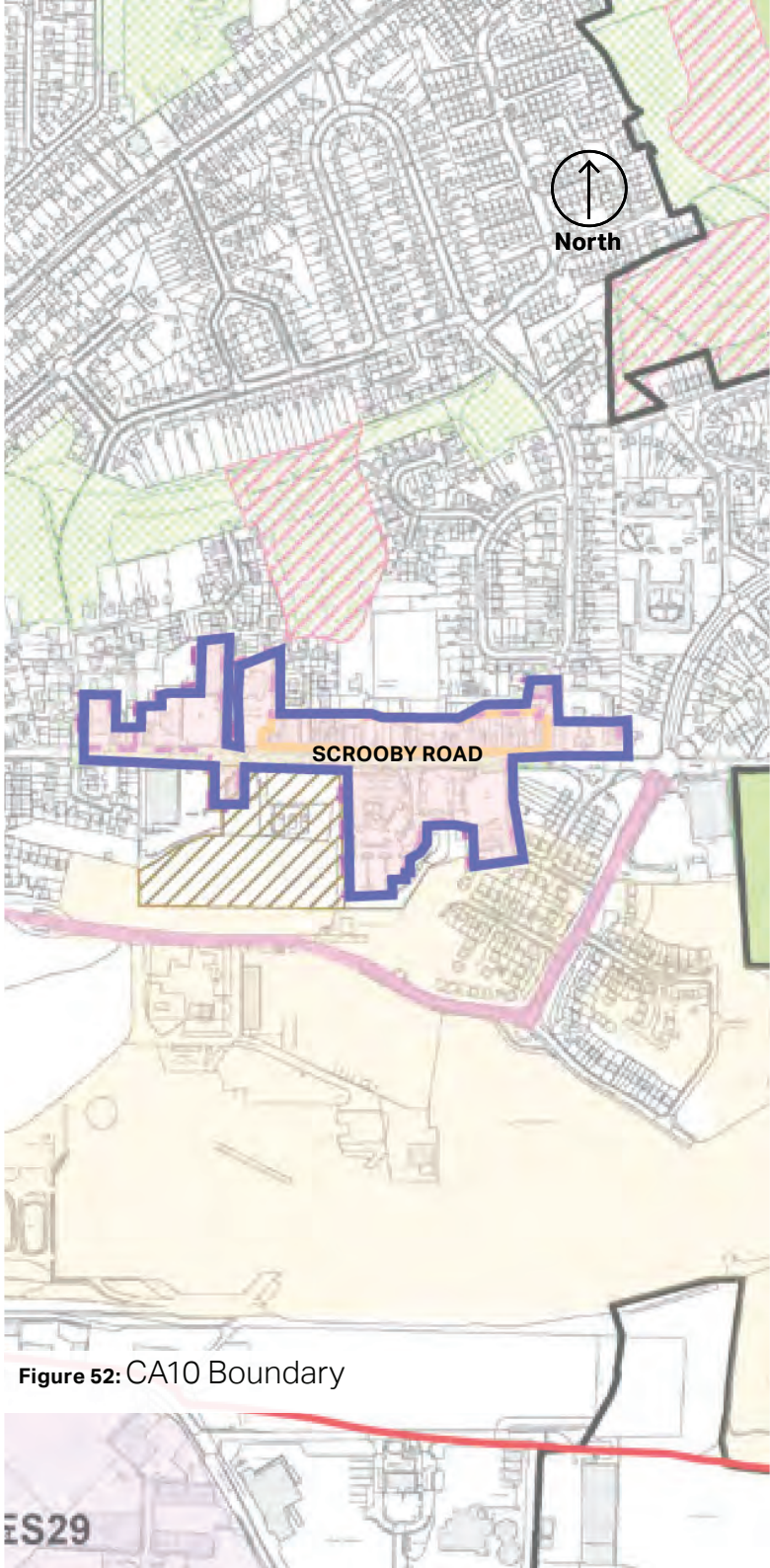


Figure 52: CA10 Boundary

General characteristics

- Wide variety of elevational materials however there is a predominant use of red brick.
- Mix red concrete, brown concrete and natural slate roofing materials.
- Mainly two storey buildings with varying roof pitches, providing a slight variance to the roofscape.
- Areas of public realm with a variety of materials and colour.
- Strong frontage to the street with a mix of frontage styles including traditional and modern shop fronts.
- Street furniture including planters and benches. Metal bollards are a dominant feature which detract from the visual quality of the street scene.
- High building density with limited to no gaps between buildings.
- Strong and consistent building line along Scrooby Road.
- Street trees providing visual relief along the streetscene.
- Situated on a key bus route through the town.
- Some on-street parking to the front of buildings with a few examples of rear of property parking accessed by Grosvenor Road.

Proposed design principles as set out in the Town Centre Masterplan (2014, updated 2022)

- Shopfront improvements
- Guidance for pavement cafés and the use of forecourts
- Retrofitting and the refurbishments of upper floors to provide additional business space and provide decent housing including energy efficiency
- Green walls to improve unsympathetic buildings
- Street retrofit to include sustainable drainage, trees and habitats

Figure 53: High quality public realm adjacent to the Town Hall.

Figure 54: Street tree planting providing visual relief along the High Street.

Figure 55: Image illustrating ownership challenges. Areas denoted in red paving are owned by the Council whereas the grey are owned privately.

Character area	Average Net Dwellings per Hectare (DpH)
Town Core	35-45

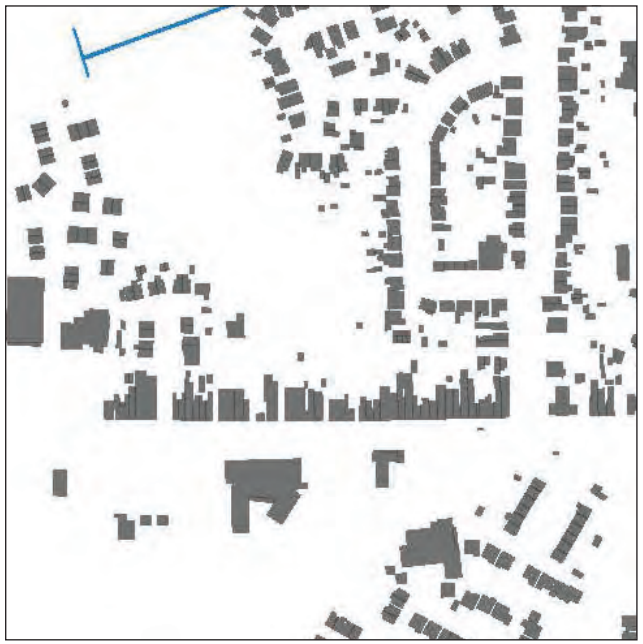
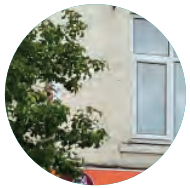


Figure 56: The Town Core is arranged along Scrooby Road and is linear in character. As illustrated above, the majority of buildings in this character area are narrow and reside within small plots with no gaps between buildings. As a result, density is comparatively high when assessed against the majority of the wider settlement.

Materials and detailing

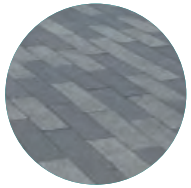


White render

Brown/red brick

Natural slate

Planting



High quality hard landscape

Change in floor materials

Colour

D10: Design Guidance for CA10

In conjunction with the Area-wide codes, all development in the Town Centre character area must:

1. Be of a density that reflects the wider character, between 35-45 dph.
2. Adopt materials and architectural features as set out in the adjacent imagery.
3. Reinforce and enhance the level of enclosure along Scrooby Road.
4. Should be orientated to face the street.
5. Seek to improve the pedestrian experience by making it easier and safer to cross the road.
6. Develop the south side of Scrooby Road.
7. Car parking should be provided to the rear of buildings.
8. Reinforce and contribute to the existing street trees and other planting.

Area Wide Design Guidance and Codes

04

4. Area-wide design codes

This section presents an area-wide analysis followed by area-wide Design Guidance and Codes applicable to all development across Harworth and Bircotes.

4.1 Introduction

This chapter provides analysis on several key themes including context and identity, movement, landscape, and sustainability and energy.

The analysis builds upon our understanding of Harworth and Bircotes after undertaking a desktop study, a site visit and subsequent engagement and discussions with the HBPG. The analysis is then underpinned by a series of design guidance and codes to be applied to all development across Harworth and Bircotes.

- Context and Identity - Views and landmarks, infill development extensions and alterations, , boundary treatments in new developments ,
- Movement - Streets in new development, connectivity, parking,
- Landscape - Green spaces and tree planting, biodiversity,
- Sustainability - Assessing renewable energy sources, EV charging ,energy efficiency in development, and Water sensitive design,

It is important for any planning proposal that full account is taken of the local context and that the proposed design embodies the 'sense of place'.

Future planning proposals must address the character area specific design guidance set out in Section 03, and reference the policies and guidance set out in Section 02 to unsure compliance with the Development Plan.

4.2 Context and Identity

Context is the location of the development and the attributes of its immediate, local and regional surroundings. An understanding of the context, history and the cultural characteristics of a place, influences the location, siting and design of new developments. It means they are well grounded in their locality and creates a positive sense of place.

The identity or character of a place comes from the way that buildings, streets and spaces, landscape and infrastructure combine together and how people experience them. It is not just about the buildings or how a place looks, but how it engages with all of the senses. Local character makes places distinctive.

A1: Views and landmarks

New development must:

- Not be visually intrusive of existing views along Main Street and of Listed Buildings. This should be achieved through appropriate scaling and design, including landscape screening, where appropriate.
- Where appropriate, future development proposals should incorporate landscape and built features to create landmarks, helping with legibility.
- New development proposals should maintain visual connections to the surrounding landscape, both to the north and south of the Main Street character area.
- Development density should allow for spaces between buildings to preserve views of countryside beyond and maintain the perceived openness of the settlement.
- New developments should be oriented to maximise the opportunities for memorable views and visual connectivity.

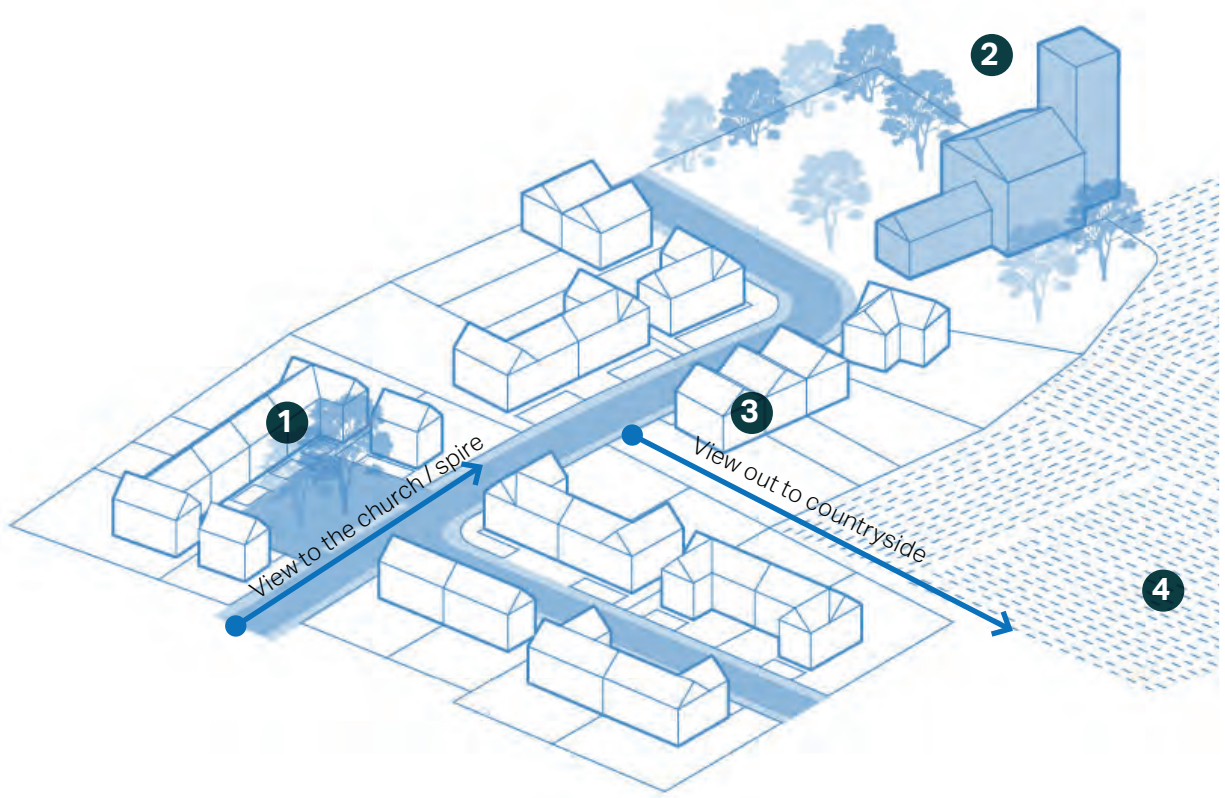


Figure 57: Indicative diagram showing landmarks and views

1. Mature trees and other landscape features at entrances to the development provide visual sequences of experience for pedestrians.

2. Respect the existing elements of town by retaining, conserving and enhancing the setting and views of the range of notable and listed buildings.

3. Avoid high density and keep some space between buildings to preserve views and provide feeling of openness.

4. Protect the views to countryside by maintaining visual connections and long views out of the settlement to the countryside beyond.

A2: Infill development

Scale and massing: Building scale and massing should be in keeping with the prevailing development pattern and not be overbearing on existing properties or deprive them of light, including overlooking or overshadowing of both windows and amenity space.

Enclosure: Building scale and position on plot should help to define and enclose the space within the street corridor or square to an appropriate degree based on the existing street section (building to building) and level of enclosure (ratio of street width to building height).

Fenestration (window pattern): The positioning of windows should be in keeping with the predominant positive building character on the street or harmonise with adjacent buildings of good character.

Access: Building entrances should address the street with a main access and main frontage. Corner buildings should address both streets with frontages but the main entrance could be on either subject to access requirements.

Building heights: Building heights should vary from 1.5 to 2.5 storeys depending on adjacent plots. A variable eves line and ridgeline is allowed to create interest but variation between adjacent buildings should be a maximum of 0.5 storeys in general.

Refuse and cycle storage: Access for bin and cycle storage should be provided with stores being integrated within plot boundaries. Ginnels / alleyways should be considered for terraced buildings with 4 or more units in order to allow access to the rear of properties for cycle and bin storage.

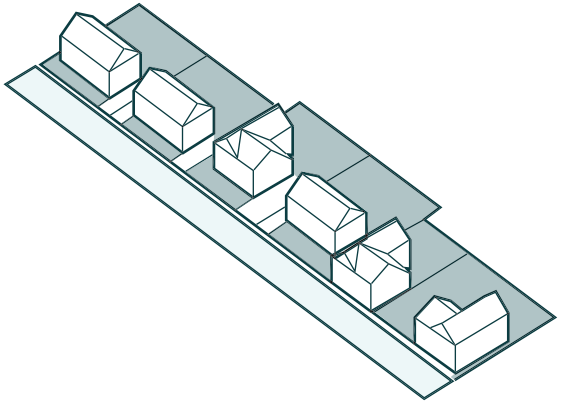


Figure 58: A potential site for infill. The future infill property should complement the street scene.

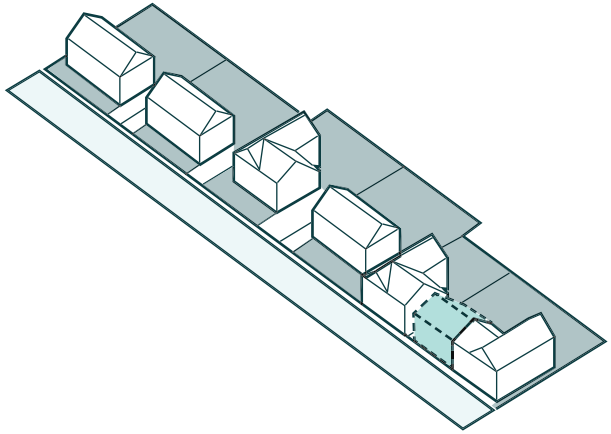


Figure 59: New properties should generally be consistent with existing building line patterns. Some places in the neighbourhood area have linear or regular meandering arrangements of buildings while others have random and irregular patterns. Building lines should be set back from the road.

A3: Extensions and alterations

- Extensions to existing properties must be subservient or of an appropriate scale in relation to the original building.
- Extension to the front of the property should be avoided as this may compromise visual cohesion with the street frontage.
- Extensions to historic buildings, or within the setting of Listed assets, should be sympathetic and respond sensitively to the original character of the building or nearby Listed assets.
- Material palettes and style of the extension should be carefully chosen to blend cohesively with the original form and features.
- Extensions must not exceed a 45 degree splay from the centre of the window of the nearest habitable window of an adjacent window to avoid a reduction in daylight.
- Extensions are allowed without planning permission under permitted development rights.

More specific guidance on extension types is set out below.

Front Extension - Front extensions are generally not acceptable. If proposed, in all cases front extensions should take the form of the existing building, mirroring the roof pitch, replicate or have lower cornice height and their ridge should be below the existing ridge height. The extension can project maximum 2 metres beyond the front facade and will not cover more than 50% of the front elevation.

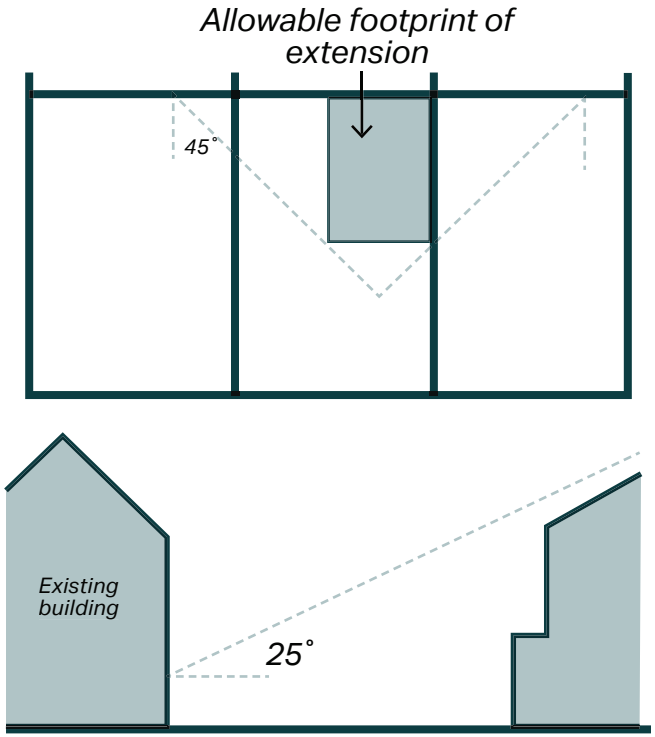


Figure 60: 25˚ / 45˚ rule

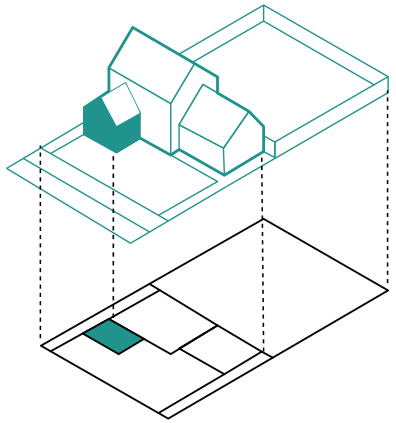


Figure 61: Drawing showing front extension

Rear extensions - Single-storey rear extensions are, generally, the easiest way to extend a house and provide extra living space. The extension should be set below any first-floor windows and designed to minimise any effects on neighbouring properties, such as blocking day light. A flat roof is generally acceptable for a single storey rear extension.

Double-storey rear extensions are not common as they usually affect neighbours' access to light and privacy, however, sometimes the size and style of the property allows for a two-storey extension. In these cases, the roof form and pitch should reflect the original building and sit slightly lower than the main ridge of the building.

Side extensions - Side extensions are a popular way to extend a building to create extra living space. However, if poorly designed, they can negatively affect the appearance of the street scene, disrupting the rhythm of spaces between buildings. Single-storey and double-storey side extensions should be set back from the main building line to the front of the dwelling and complement the materials and detailing of the original building, particularly along the street elevation. The roof of the extension should harmonise with that of the original building.

Side windows should also be avoided unless it can be demonstrated that they would not result in overlooking of neighbouring properties.

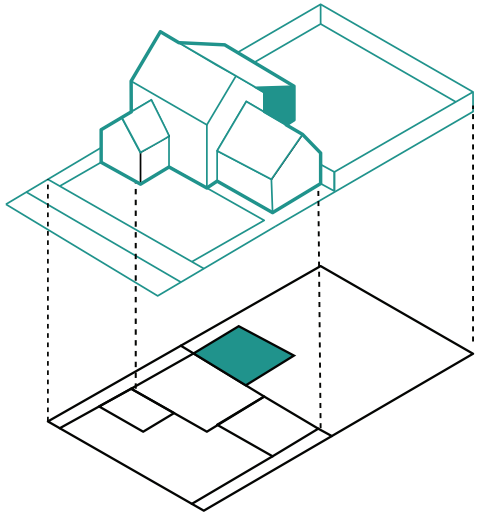


Figure 62: Drawing showing rear extension

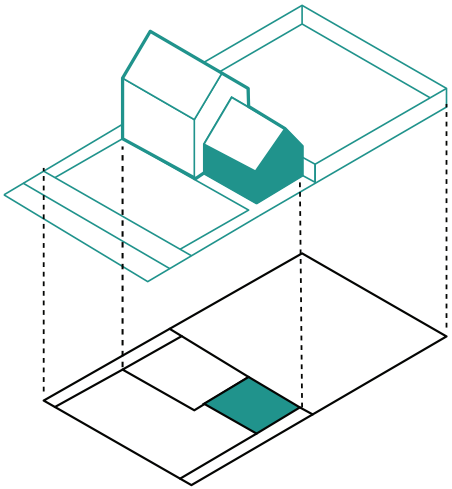


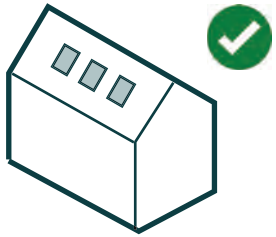
Figure 63: Drawing showing side extension

Garages and outbuildings - Garages should be subservient to the main dwelling in terms of their scale, massing and height and should not include domestic features such as dormer windows (the standard size expected for garages to enable general storage are – internal dimensions of at least 6m x 3m for a single, 6m x 6m for a double)

Outbuildings, such as working from home office spaces, should be well designed, provide enough natural light, be thermally efficient and secure. They should be visually subservient to the main dwelling.

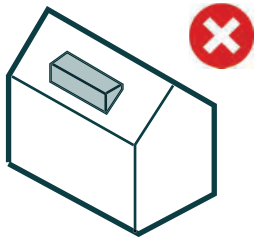
Loft conversions - As an enclosed space the main challenge of loft conversions is the introduction of roof lights or dormer windows for natural light and ventilation. Some examples of what is and is not acceptable is shown on the diagrams, right.

Original roofline of an existing building



Loft conversion incorporating skylights.

Loft conversion incorporating gable dormers.



Loft conversion incorporating a long shed dormer which is out of scale with the original building

Loft conversion incorporating gable dormers which are out of scale.

A4: Boundary treatments in new development

Boundary treatments on all new development must:

- Reflect the front boundary treatments of adjacent properties or the overarching character area in which the site resides (see Chapter 03).
- Boundary treatments should reinforce the sense of continuity of the building line and help define the street, appropriate to its character area.
- Boundaries should mainly be continuous along the streetscene and comprise mainly of hedges and low brick walls.
- Tall, close-boarded wood fencing as front boundaries should be avoided to encourage interaction with the street.
- On development edges, where the site abuts the wider countryside, boundaries both bounding residential curtilages and site edges, must be hedgerow supported by tree planting.

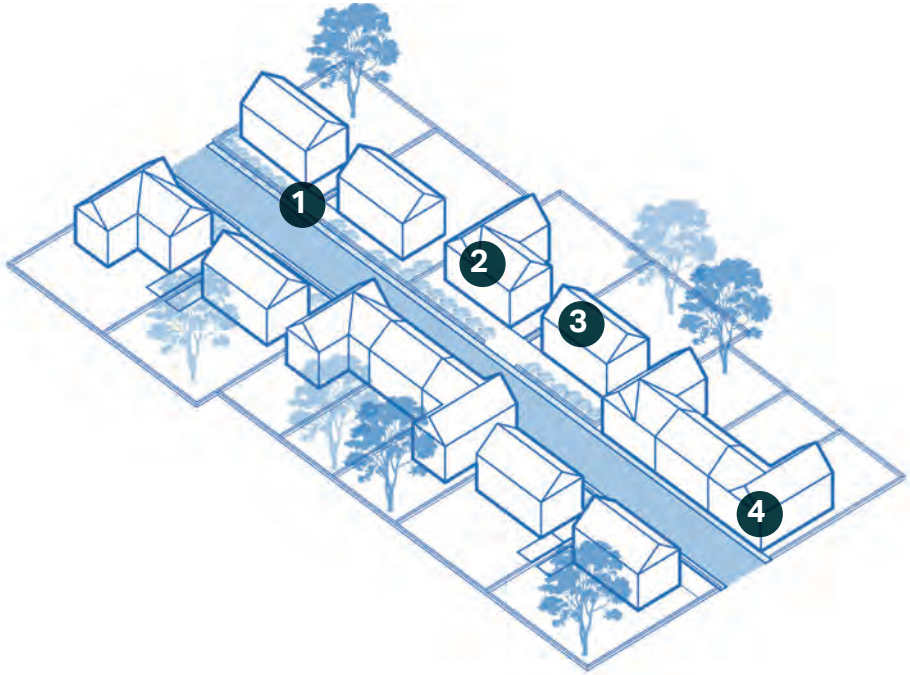


Figure 64:
Illustrative diagram showing boundary treatments

1. New boundaries must reflect the character of the character area in which it resides. Front boundaries must typically provide adequate front garden with native hedges and/or low brick walls as boundary treatments which clearly defines the property boundary.

2. Properties must overlook street to increase natural surveillance which improves safety.

3. Varied building set back in the form of recesses and protrusions add interest to street scene. This must be in-keeping with the prevailing local character.

4. Some properties (subject to the character area in which it resides), will have minimal setback from the road. In this case, boundary features may comprise small areas of planting to help define property boundaries.

4.3 Movement

Patterns of movement for people are integral to well-designed places. They include walking and cycling, access to facilities, employment and servicing, parking and the convenience of public transport. They form a crucial component of urban character. Successful development depends upon a movement network that makes connections to destinations, places and communities, both within the site and beyond its boundaries.

4.3.1 Streetscapes

The Neighbourhood Area comprises a number of street typologies ranging from national highway (the A1M), arterial routes (Tickhill Road and Bawtry Road), distributor streets (Bawtry Road and Scrooby Road) and residential streets.

Private car travel is the predominant mode of travel however there are a number of bus routes navigating both Harworth and Bircotes. There is no access to rail travel within close proximity. As a result, streets (such as Scrooby Road, Bawtry Road and Tickhill Road) are often congested with traffic, particularly during rush hour.

Figure 65: Residential street at Thornhill Road, overlooking a greenspace.

Figure 66: A settlement gateway entrance along Styrrup Road, bounded by the wider countryside.

Figure 67: Scrooby Road, an important arterial road with a high volume of traffic and strong enclosure.

Figure 68: Main Street, a road connecting Styrrup Road to the town centre navigating the more historic parts of the settlement.

Figure 69: Droversdale Road, a wide residential street.

Figure 70: The Green, a narrow residential street with a high level of enclosure provided by tall hedgerow.

4.3.2 Characteristics of the street

1. Bawtry Road

- Local connector road with an appropriate width suitable for a high volume of traffic.
- Grass verges and strong boundary features and building frontage.
- Local bus route.

2. Scrooby Road

- Local connector road with an appropriate width suitable for a high volume of traffic.
- Local bus route.
- Low to open boundary features and mature trees within residential curtilages
- Mix of residential and retail uses with a medium-high density of buildings.

3. Droversdale Road

- Residential loop route with a low level of street enclosure.
- Too wide a carriageway for the volume of traffic.
- Low to open boundary features.
- No street trees.

Building line to building line
40m
Plot to plot width
14m
Carriageway width
5.8m
Enclosure ratio
1:6.4

Building line to building line
18m
Plot to plot width
14m
Carriageway width
8.5m
Enclosure ratio
1:3

Building line to building line
30m
Plot to plot width
19m
Carriageway width
8.5m
Enclosure ratio
1:5

4. Styrrup Road

- Local connector road with an appropriate width suitable for a high volume of traffic.
- No street trees however grass verges provide visual relied on the streetscene
- Buildings of an appropriate scale and density providing a strong frontage.

5. Shrewsbury Road

- Residential distributor street with a low level of enclosure
- Buildings of an appropriate scale and density providing a strong frontage
- Carriageway width excessive for the volume of traffic.
- Limited street trees with mature planting within residential gardens or Snipe Park.

6. Baulk Lane

- Tertiary / residential street now connected to new estate.
- Buildings of an appropriate scale and density providing a strong frontage
- Carriageway width appropriate for the volume of traffic.
- Strong boundary features including masonry walls and hedgerow.

Building line to building line
31.5m
Plot to plot width
15.5m
Carriageway width
6.3m
Enclosure ratio
1:5

Building line to building line
34m
Plot to plot width
18.5m
Carriageway width
14.5m
Enclosure ratio
1:5.5

Building line to building line
26m
Plot to plot width
12m
Carriageway width
5.5m
Enclosure ratio
1:4

A5: Streets in new development

Development proposals that propose new streets must:

- Follow a simple but well-defined street hierarchy and a strategy of how this will be interpreted 'on the ground'.
- Elements of the street hierarchy should be defined through a narrowing of street widths (as set out in the tables in 4.3.2.) and the use of different materials and planting strategies.
- Place street trees within adequate verges, alongside the carriageway, on plot or in open spaces and street lighting and other infrastructure must be designed in combination.
- Promote methods to encourage slow-vehicle speeds as well as improve legibility and permeability through a change in materiality, raised tables and alternative widths in line with the street hierarchy.
- Propose shorter streets of less than 70m (from Manual for Streets) to help to keep speeds down. Also horizontal speed calming measures, including visual narrowing of carriageway, on street parking bays, and landscaping may also be appropriate.

- Buildings should be designed to turn corners; side facing properties are commonplace in the town
- Provide adequate and safe crossing points at regular intervals to encourage pedestrian connectivity across the neighbourhood area.
- Road enclosure should take note of the enclosure of existing streets in the neighbourhood area and make reference to the tables in 4.3.2.
- In places with lower density, the sense of enclosure is provided from the use of natural elements such as trees and hedges.

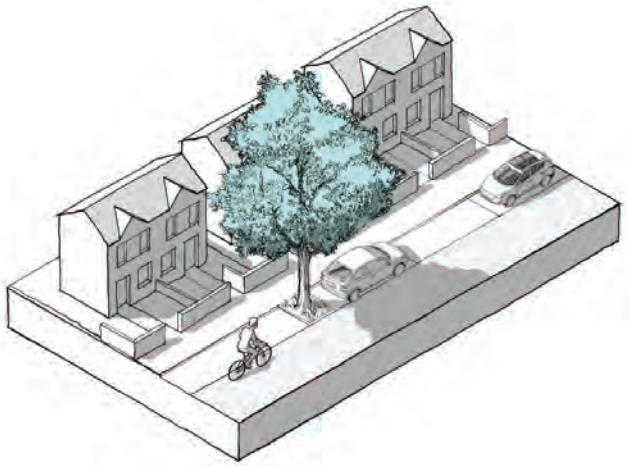


Figure 71: Street tree planting can provide visual relief along the streetscene.

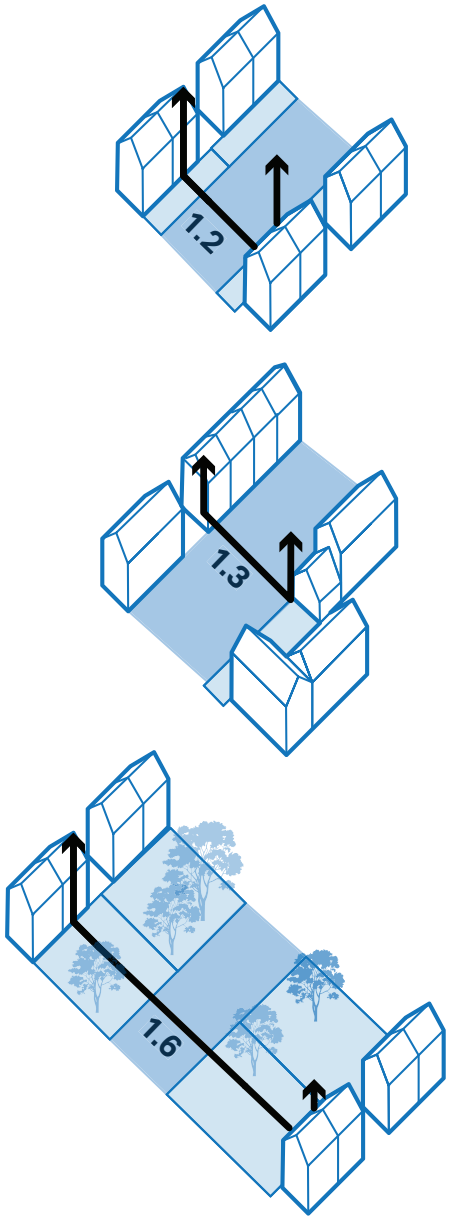


Figure 72: Enclosure ratios set out in 4.3.2.

4.3.3 Connectivity

The neighbourhood area has an extensive and highly connected footpath network comprised of both formal and informal routes.

They comprise:

- Public Rights of Way, which typically provide connections across a large distance, connecting the Neighbourhood Area with adjacent towns (such as Tickhill) and areas of interest (such as Styrrup Hall Golf and Country Club).
- The Green Wheel (as proposed in the Neighbourhood Plan and partially delivered through recent development) constitutes a circular green route around the urban area. It seeks to connect existing and proposed housing developments on the settlement edges as part of a continual green corridor.
- A series of informal footpaths connecting neighbourhoods with one another.
- Snickets (ginnels) that navigate between properties connecting adjacent streets. These routes typically connect to a wider footpath network that connects neighbourhoods to the town centre. This is evident in character area CA5.

The extensive nature of the footpath network creates a highly permeable urban area, allowing residents easy access to other areas across town. This encourages residents to walk rather than drive across town, providing a sustainable, attractive and easily navigable routes into the town centre and beyond.

Some routes, however, particularly snickets (ginnels / alleyways), are not appropriately overlooked by properties as they navigate between tall boundary fencing and behind rear boundaries. This creates an unattractive and oppressive environment for pedestrians, which can deter or discourage walking along these routes.

The design codes within this document will seek to reinforce and extend this pedestrian network, whilst also providing a safe and inviting environment for residents. Thus promoting walking as a mode of travel.

A6: Connectivity

Development proposals must:

- Provide clear, accessible and safe links to adjacent neighbourhoods and amenities such as shops, parks and the Town Centre.
- Not block or 'close off' streets and paths between adjacent neighbourhoods with fencing. New development must encourage interconnectivity between adjacent neighbourhoods.
- Promote connectivity between new development sites for cyclists, pedestrians and vehicles.
- Seek to integrate with the public transport network by ensuring clear and permeable routes to bus stops and the town centre.
- Provide designated pedestrian and cycle lanes which form the basis for the movement network, integrating with existing footpaths, the Green Wheel, and the Public Right of Way network.
- Ensure new footpaths and cycleways are overlooked by buildings, to ensure passive natural surveillance.
- Where possible, cycling routes should generally be provided on off-carriageway routes within the green infrastructure network and connect to key destinations/ onward routes.

- Arrange streets, routes and spaces to ensure permeability for pedestrians and cyclists – with focus on access to services and facilities, public transport, and existing routes.
- Seek to increase the number of safe road crossing points, especially at Scrooby Road.
- Footways should generally be on both sides of the carriageway but can be single-sided if development is also one-sided.
- Design interesting street scenes and building arrangements from a pedestrian perspective, including key views to the surrounding landscape.
- Seek to integrate into the Green Wheel and extend the network into the central areas of the settlement area.
- Avoid having rear boundaries or blank side gables facing directly onto new and existing footpaths and cycleways to promote natural surveillance.
- New cycleways should be encouraged and should seek to connect to adjacent towns and villages.

Good practice **Bad practice**

Figure 78: Informal footpath connecting outer neighbourhoods with the town centre.

Figure 75: Snicket connecting adjacent streets (not overlooked by properties).

Figure 73: Formal footpath connecting Snipe Park Wood with adjacent neighbourhoods.

Figure 77: Formal path comprising a part of the Green Wheel, not overlooked by new homes.

Figure 74: Formal path comprising a part of the Green Wheel, overlooked by new homes.

Figure 76: Snicket connecting adjacent streets (overlooked by properties).

4.3.4 Car Parking

Illustrated in the adjacent imagery gathered on the site visit, and supported by the results of the initial survey, demonstrates that parking provision varies significantly across the neighbourhood area.

There are examples of:

On-plot parking: which include parking within garages or to the side and front of the property,

Off-plot: on the street or to the rear of properties within parking courts.

A key issue highlighted in the survey was the impact of front of property parking on the streetscene. This is particularly an issue at Well Hill Drive where cars dominate the streetscene, creating a hard and an unattractive environment.

Due to limited access to public transport, private vehicles are the most common mode of travel for residents when traveling to work or for shopping. This exacerbates traffic congestion across the neighbourhood area. Therefore, parking provision is an important factor to consider for new development. This matter was also highlighted in the initial survey as a key issue to be addressed by the design codes within this document.

Figure 79: A good example of front of property parking with grass verges.

Figure 80: A poor arrangement of property orientation and parking provision.

Figure 81: Another good example of hedgerow planting breaking up the impact of front of property parking on the streetscene.

Figure 82: Front of property parking without no landscape buffers can create a 'sea of cars'.

Figure 83: New development should seek to provide a variety of parking options with landscape buffers to avoid an overly hard landscaped environment.

Figure 84: In lieu of landscape buffers defining parking spaces, strong boundary features can also provide this distinction

A7: Parking

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

Private parking

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

Courtyard parking

- Parking to the rear in small, secure parking courts for up to 6 properties is acceptable.
- Entrances to parking courts should generally be secured by a gate of accessed under buildings or roofs. The proportion of opening is important. Entrances should be no wider than they are high. Where gated, they may be closed-boarded for rural character and privacy, or wrought iron.

Public parking

- The provision of visitor parking must be provided on all major development schemes to avoid on-street parking. Visitor parking shall not occupy spaces that lie adjacent to the site edge.
- Should be designed to avoid a 'sea of tarmac' with high quality surface materials, porous surfaces, landscaping, and lighting.

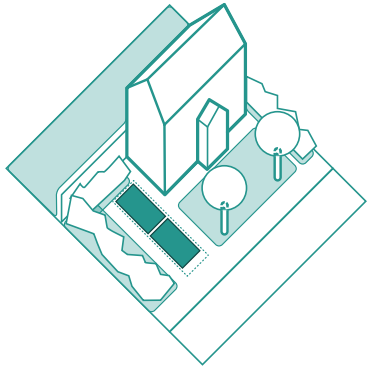


Figure 85: Diagram showing on-plot parking

Figure 86: On-plot parking with garage

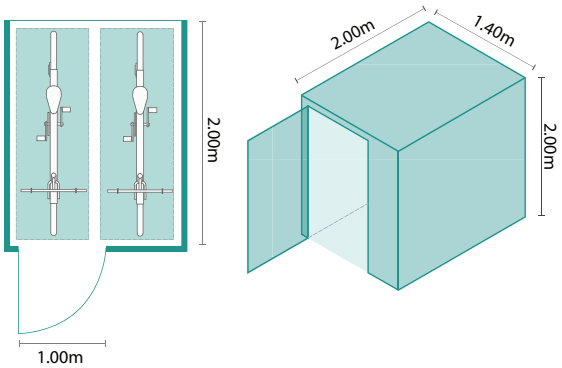


Figure 87: Secure cycle storage for two bicycles

4.4 Landscape

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

4.4.1 Landscape characteristics

The neighbourhood area is a predominantly urban area, the majority of which comprises the main residential neighbourhoods of Harworth and Bircotes. Additionally, the land formerly occupied by Harworth Colliery comprises 69ha of brownfield land, equating to approximately 10% of the total land area. The remaining area is characterised by agricultural fields, bounded by mature hedgerow and trees.

4.4.2 Green Infrastructure

Notwithstanding the many parks and open spaces (set out in 4.5.2) Green Infrastructure assets within the settlement area is rather limited. There are few street trees along the main streets (limited to sections of Scrooby Road and Shrewsbury Road) with many trees and hedgerows being sited within residential curtilages. There are many examples however, of grass verges, providing some visual relief along streets such as Bawtry Road.

Outside the main settlement area however, the proposed 'Green Wheel' seeks to link publicly accessible green spaces and routes around the town to create an attractive network of Green Infrastructure assets that are rich in biodiversity, heritage and landscape value. The Green Wheel currently encircles the outer edges of the town, however through other green links such as street trees, swales and verges, should seek to integrate the benefits of the Green Wheel into the heart of the town.

4.4.3 Green and open spaces

There is a good provision of public and open spaces within the neighbourhood area. They include a variety small pocket parks, playing fields, and areas reserved for local wildlife. Many of which contribute positively to the setting of the neighbourhood area. These are illustrated on Figure 88 (overleaf).

There are a number of greenspaces throughout the Neighbourhood Area, these include:

1. **Playing fields at Lindsey Road** - a large open space comprising a playing field and a multi used games area. Notwithstanding the properties at Lindsey Road, many rear boundaries and blank side gables face the park resulting in a poor level of overlooking and natural surveillance.
2. **Harworth Cemetery**
3. **Snipe Park** - an important open space asset for the neighbourhood area comprising areas of woodland and natural habitats, an area of play, and footpaths links to adjacent neighbourhoods. It is well overlooked by surrounding properties providing a strong sense of enclosure and natural surveillance. It is also well lit further providing an element of safety.
4. **Cricket Ground and Harworth Colliery FC football pitches** - a more formal provision of sports facilities that are accessed via Scrooby Road.
5. Several **pocket parks** throughout the Neighbourhood Area that typically provide visual relies along streets such as Scrooby Road,Beech Road, and Grange View.

Figure 88: Green and Blue Infrastructure Plan. Note: map does not show most recent development

A8: Green spaces and tree planting

- On the edges of new or existing public spaces, a strong building line and building heights that reinforces a sense of enclosure is encouraged.
- Plant more trees characteristic of the area to help reduce visual impact on the more sensitive views.
- Development must avoid the loss of trees. If the loss is unavoidable, 3 new trees shall be planted for every 1 tree lost.
- Green spaces shall be overlooked by buildings of an appropriate scale and density that reflects the local character to provide a sense of enclosure and a degree of overlooking to enhance natural surveillance.
- Green spaces and the area surrounding them shall contain trees and planting (of native species) that interconnects with the wider Green Infrastructure network.

A9: Landscape setting and rural identity

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

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

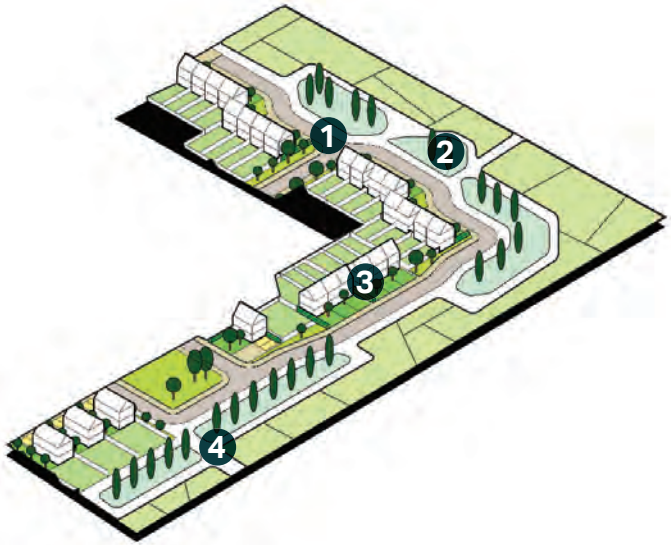


Figure 89: Landscape sensitive edge of settlement development diagram.

1. Views out into open countryside down side roads aiding legibility and permeability.

2. Development naturally screened by trees.

3. Frontages oriented towards the open countryside (outward facing).

4. Pedestrian connections linking edge of settlement development with the open countryside.

A10: Biodiversity

Planning applications must be supported by proposals for the incorporation of features for biodiversity enhancement, in addition to what may be required to address any adverse impacts resulting from the development. Appropriate features include:

- Features for nesting birds associated with the built environment such as swifts and house sparrows.
- Features for roosting bats.
- Green walls and green/brown roofs.
- Mixed native species hedgerows.
- Creation of new wildlife ponds.
- Native scrub and tree planting.
- Orchard/fruit trees.
- Creation of species rich grassland.
- Creation of rough grassland suitable for foraging barn owls and provision of barn owl nest boxes.
- Log piles and compost heaps.
- Provision of gaps in boundary fences to allow access by hedgehogs and provision of hedgehog domes. Hedgehog Highways should be marked out on site to ensure they are not blocked up by future landowners.

The loss of trees, hedgerows and native planting should be avoided and instead these features should be incorporated into the design of proposed development. All major development should be accompanied by a landscape layout which prioritises the use or and incorporation of native species and promotes overall biodiversity net gain.

Aim to develop a multifunctional green infrastructure network made up of a variety of elements: including hedgerow, private gardens, tree planting, grass verges, SuDs, amenity green space, watercourses, cemetery, allotments, orchards, meadows, and playing fields.

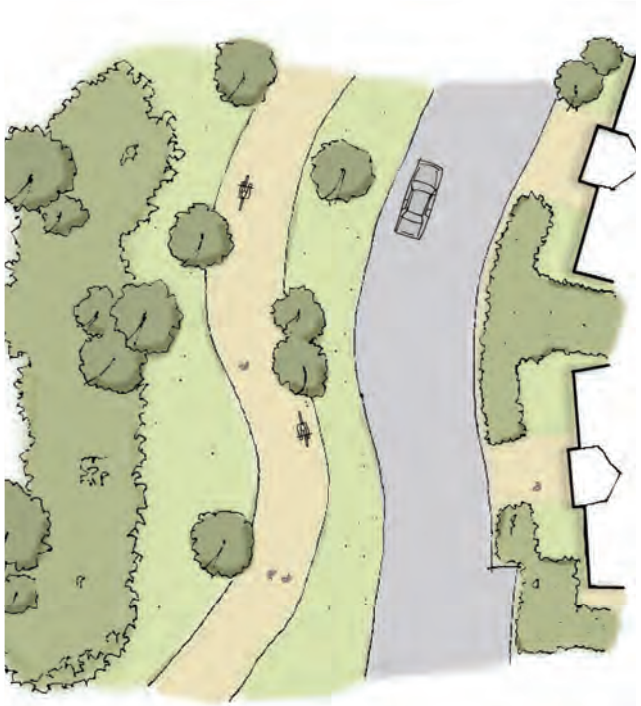


Figure 90: Promoting a multifunctional green infrastructure network including verges, hedgerow, gardens, trees and planting

4.5 Sustainability and energy

4.5.1 Energy and climate resilience

Climate change has created the need to decrease our carbon footprint towards net-zero by providing innovative solutions to transportation (electrification) and the energy use of buildings. Sustainable design incorporates innovative practices at all scales of design to achieve less impactful development footprints, whilst future proofing homes, settlements and natural environments. Reducing use of imported natural resources whilst increasing utilisation of local resources and sustainable natural resources can help to achieve this.

Development and improvements should incorporate innovative practices to help achieve a broad vision of a sustainable village. Best practices, technological advancements and the use of local materials and resources should inform the design and implementation of projects. Space standards help to make building more adaptable and responsive to changing needs. Climate change creates an imperative to decrease our carbon footprint by providing innovative solutions to transportation and the energy use of buildings.

A11: Assessing Renewable Energy Sources

Key considerations in the assessment of renewable energy sources for development to be net zero for power generation may include (but are not limited to):

- Optimising solar orientation of streets and buildings. Aim to increase the number of buildings on site that are oriented within 30° of south (both main fenestration and roof plane) for solar gain, solar energy (solar panels) and natural daylighting.
- A heat network for any new development.
- Ground conditions to accommodate loops for ground source heat and space for air source heat pump units.
- Local wind speed and direction for micro-generation wind turbines.
- Collaborating with utilities, highway authorities, telecoms companies and other stakeholders when designing and delivering projects to minimise energy usage and disruption during the construction stage and reinforcement of the electricity grid for additional electric vehicles and renewables.

Figure 91: Integrated solar panels on slate roof.

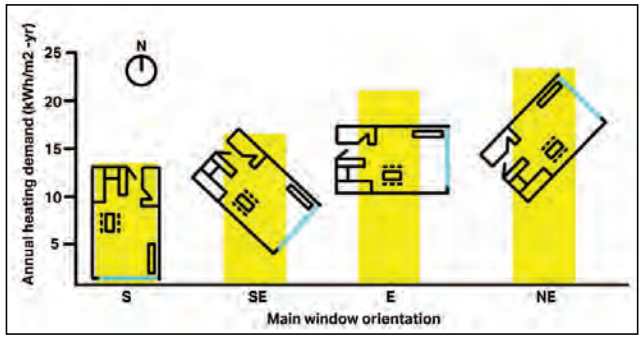


Figure 92: Building orientation influences the annual heating demand.

A12: Electric Vehicle Charging and Cycle Storage

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

Design issues to address for public parking:

- Provision of adequate new charging points and spaces, and retrofitting existing parking areas.
- Retrofitting existing public parking and upkeeping design quality of streets and spaces (attractiveness and ease of servicing and maintenance).
- Integrating charging infrastructure sensitively within streets and spaces, for example, by aligning with green infrastructure and street furniture.

Design issues to address for parking and cycle storage at the home

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

Figure 93: Public electric vehicle charging point.

Figure 94: Home electric vehicle charging point.

A13: Energy Efficiency Measures to Net Zero Carbon

Aim - New development must be net zero in use. For all building stock to be carbon neutral by 2050, all new buildings need to be carbon neutral from now on so that they do not need costly retrofitting. It is paramount that new development adopts a fabric first approach in line with the Government's emerging Future Homes Standard and Part L of the UK Building Regulations in order to attain higher standards of insulation and energy conservation.

On-plot renewables - Maximise on-site renewable energy generation (solar, ground source, air source and wind driven), and on-site water reuse and management.

Passivhaus design - Reducing energy demand further by employing passive design principles for homes is desirable and can make development more acceptable to the community (window orientation, solar gain, solar shading, increased insulation, ventilation with heat-recovery).

Domestic batteries - Incorporate domestic batteries (to store excess electricity) or other energy storage (i.e. large hot water tanks) to enable intermittent renewable electricity supply (e.g. from solar panels) to be stored to match demand and maximise renewable energy potential. Grid balancing and managing periods when it is cold, not sunny and not windy is going to be a big challenge of the 2030s and something new homes should be adapted for.

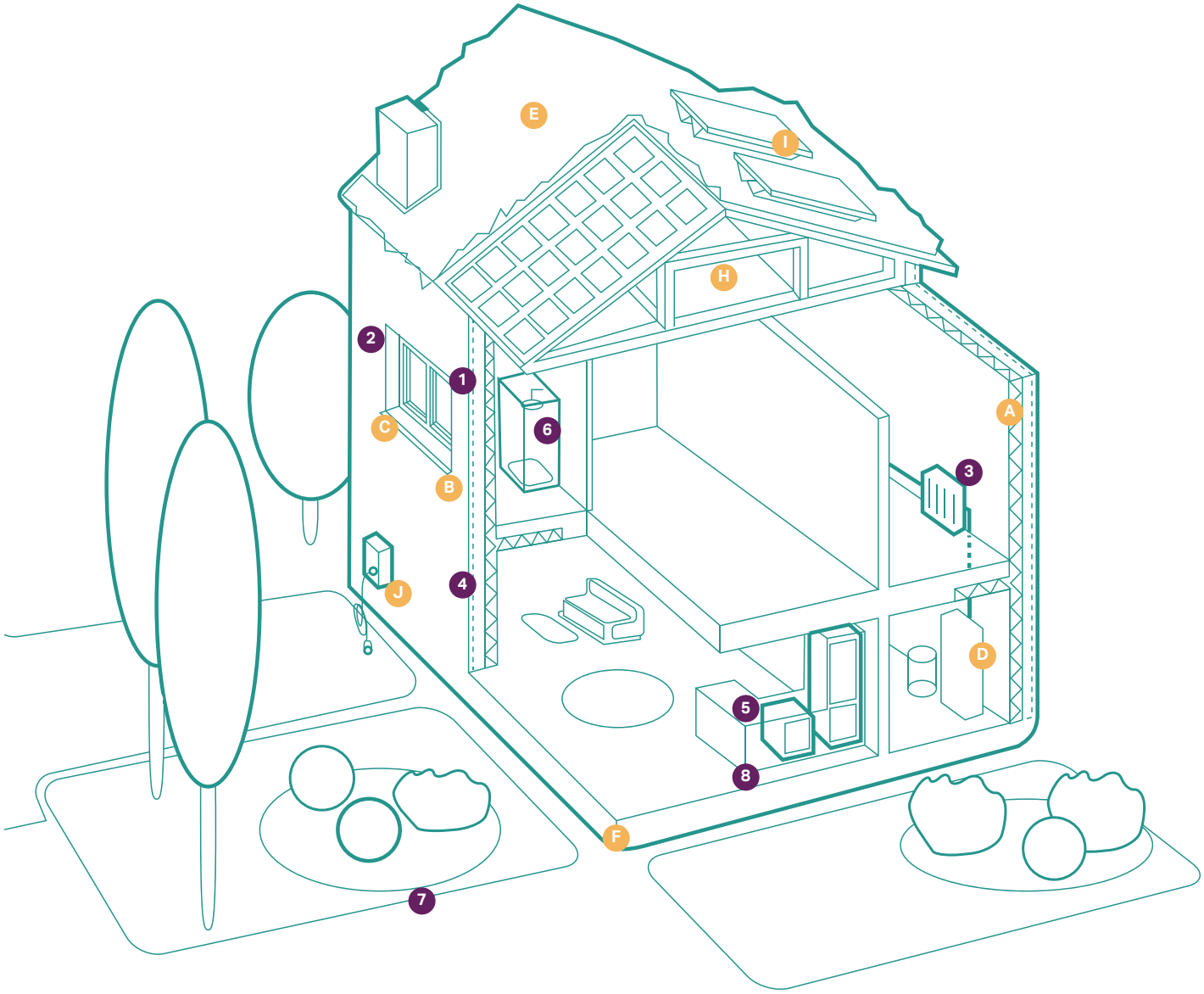
Thermal efficiency - Consider building form and thermal efficiency: point-block / terraced / semi-detached / detached all have different energy efficiency profiles. Local design preference and character considerations could ease acceptance for development.

Heat resilience - All new development must be well designed to be resilient to heat stress and overheating using the Good Homes Alliance toolkit.

Ventilation - All new residential developments need dual aspect and adequate windows and openings to allow for cross ventilation, light colour or green surroundings, high thermal mass and useful external shading.

Green infrastructure - Tree planting / landscaping to manage heat stress should include small deciduous species around new and existing residential areas to provide shade in the summer but not block daylight in the winter. This will also help manage flood risk and provide habitat. Green roofs and walls provide similar benefits.

Sustainable drainage systems (SuDS) - All development should incorporate SuDS to manage flooding, to provide habitats for wildlife and to deliver cooling effects.



Additional measures in new build homes

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

Existing homes

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

Figure 95: Cut-through diagram of an energy efficient home and its features.

4.5.2 Flooding

Several drains and streams cross the neighbourhood area and a number of ponds (likely associated with the former coal mine) punctuate the landscape. The River Ryton forms the Neighbourhood Area's eastern boundary.

Flooding from water course is from the banks of the river Ryton and Harworth Sewerage Dyke. There is surface water flooding on Main Street and Amanda Road

Flooding from rivers and waterways across the Neighbourhood Area is minimal. However, as illustrated on the adjacent plan (Fig 96), there are many areas of the neighbourhood area that are at risk from surface water flooding.

This collects on areas of hardstanding such as road surfaces and parking areas in dips or flows along escape routes after periods of heavy rainfall. This type of flood risk is distributed in pockets throughout the settlement.

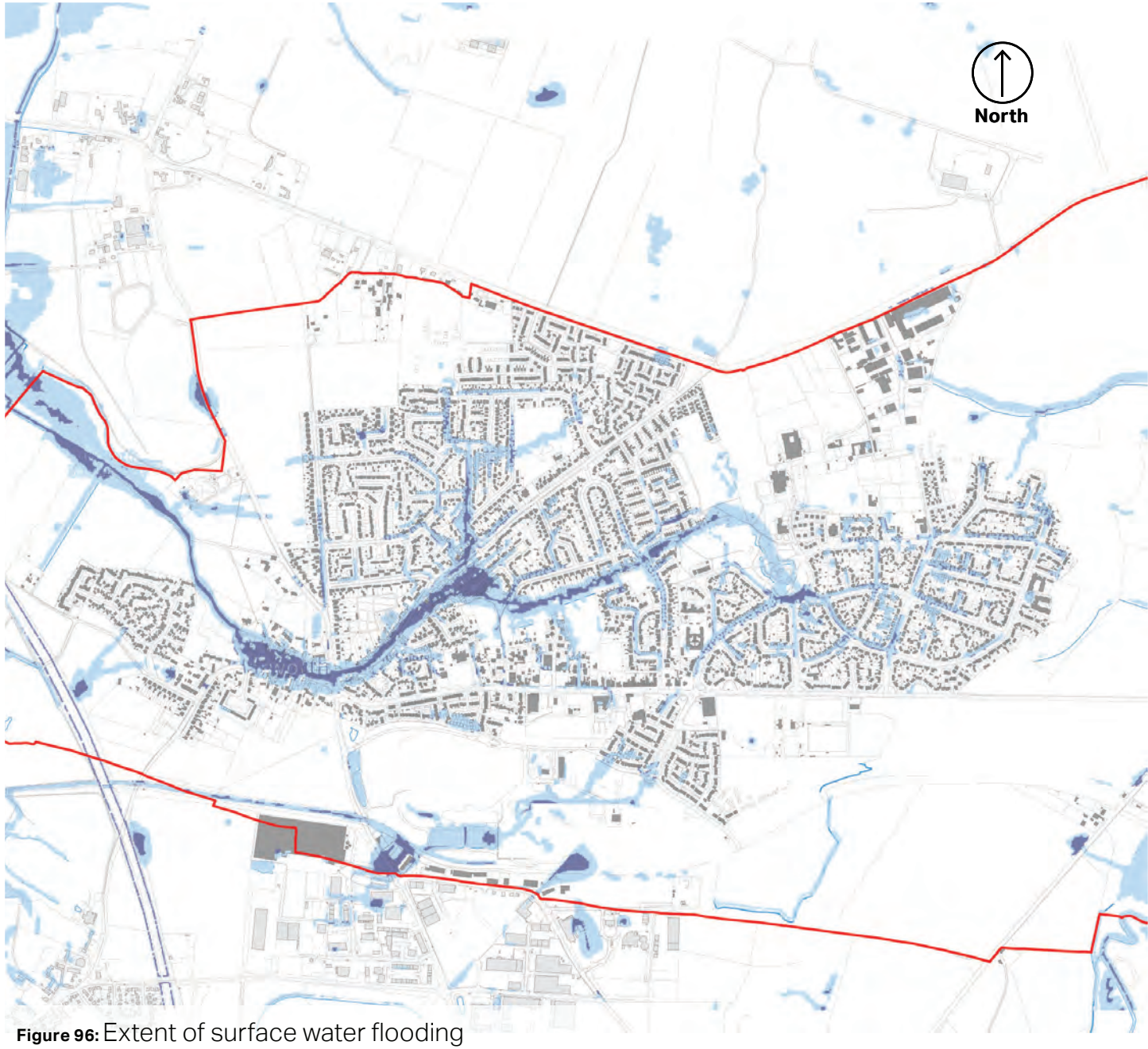


Figure 96: Extent of surface water flooding

A14: Water Management

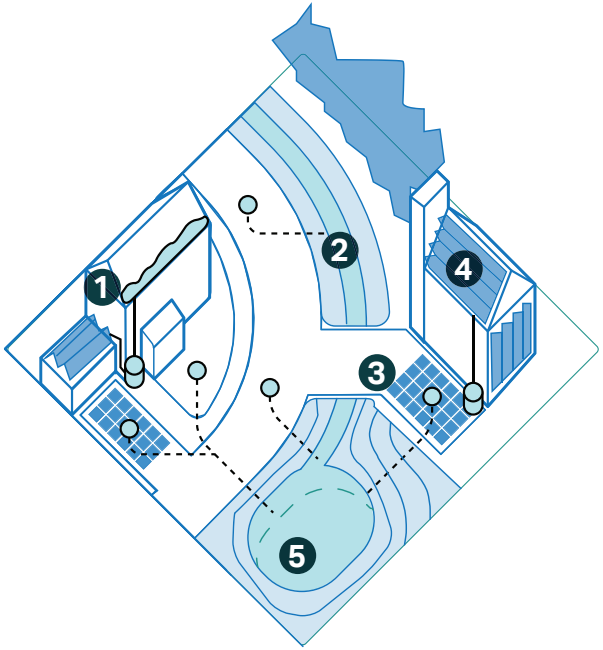
There are various ways to mitigate flood risk such as Sustainable Drainage System (SuDS), rainwater harvesting, and permeable pavements which are elaborated on the following pages.

1. Sustainable Drainage Systems (SuDS)

SuDS cover a range of approaches to managing surface water in a more sustainable way to reduce flood risk and improve water quality whilst improving amenity benefits.

The most effective type or design of SuDS would depend on site-specific conditions such as underlying ground conditions, infiltration rate, slope, or presence of ground contamination. A number of overarching principles can however be applied:

- Reduce runoff rates by facilitating infiltration into the ground or by providing attenuation that stores water to help slow its flow down so that it does not overwhelm water courses or the sewer network.
- Integrate into development and improve amenity through early consideration in the development process and good design practices.
- SuDS are often as important in areas that are not directly in an area of flood risk themselves, as they can help reduce downstream flood risk by storing water upstream.
- Some of the most effective SuDS are vegetated, using natural processes to slow and clean the water whilst increasing the biodiversity value of the area.
- Best practice SuDS schemes link the water cycle to make the most efficient use of water resources by reusing surface water.
- SuDS must be designed sensitively to augment the landscape and provide biodiversity and amenity benefits.



1 Rain garden
2 Swale
3 Permeable paving
4 Green roof
5 Attenuation basin

Figure 97: Diagram showing the best use of harvesting water systems rain garden, swales, permeable paving, green roofs

2. Rainwater Harvesting

Rainwater harvesting refers to the systems allowing the capture and storage of rainwater, as well as those enabling the reuse in-site of grey water. These systems involve pipes and storage devices that could be unsightly, if added without an integral vision for design

Therefore, some design recommendations would be to:

- Conceal tanks by cladding them in complementary materials;
- Use attractive materials or finishing for pipes;
- Combine landscape/planters with water capture systems;
- Underground tanks; and
- Utilise water bodies for storage.

3. Permeable Paving

Most built-up areas increase impervious surfaces and reduce the capacity of the ground to absorb runoff water. This in turn increases the risks of surface water flooding.

Permeable pavements offer a solution to maintain soil permeability while performing the function of conventional paving. The choice of permeable paving units must be made depending on the local context; the units may take the form of unbound gravel, clay pavers, or stone setts.

Permeable paving can be used where appropriate on footpaths, public squares, private access roads, driveways, and private areas within the individual development boundaries.

It is recommended that the majority of the unbuilt areas in the plot (i.e. gardens) are permeable by means of landscape such as grass or earth as well as permeable and filtrating pavements. As a rule of thumb the % of permeable area should be between 25% to 75% of the unbuilt part of a plot.

4. Bioretention Systems

Bioretention systems, including soak away and rain gardens, can be used within each development, along verges, and in semi-natural green spaces. They must be designed to sit cohesively with the surrounding landscape, reflecting the natural character of the town. Vegetation must reflect that of the surrounding environment.

They can be used at varying scales, from small-scale rain gardens serving individual properties, to long green-blue corridors incorporating bioretention swales, tree pits and mini-wetlands, serving roads or extensive built-up areas.

These planted spaces are designed to enable water to infiltrate into the ground. Cutting of downpipes and enabling roof water to flow into rain gardens can significantly reduce the runoff into the sewer system. The UK Rain Garden Design Guidelines provides more detailed guidance on their feasibility and suggests planting to help improve water quality as well as attract biodiversity.

Checklist

05

5. Checklist

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

1

General design considerations for new development:

- Integrate with existing paths, streets, circulation networks and patterns of activity;
- Reinforce or enhance the established settlement character of streets, greens, and other spaces;
- Harmonise and enhance existing settlement in terms of physical form, architecture and land use;
- Relate well to local topography and landscape features, including prominent ridge lines and long-distance views;
- Reflect, respect, and reinforce local architecture and historic distinctiveness;
- Retain and incorporate important existing features into the development;
- Respect surrounding buildings in terms of scale, height, form and massing;
- Adopt contextually appropriate materials and details;
- Provide adequate open space for the development in terms of both quantity and quality;
- Incorporate necessary services and drainage infrastructure without causing unacceptable harm to retained features;
- Ensure all components e.g. buildings, landscapes, access routes, parking and open space are well related to each other;
- Positively integrate energy efficient technologies;
- Make sufficient provision for sustainable waste management (including facilities for kerbside collection, waste separation, and minimisation where appropriate) without adverse impact on the street scene, the local landscape or the amenities of neighbours;
- Ensure that places are designed with management, maintenance and the upkeep of utilities in mind; and
- Seek to implement passive environmental design principles by, firstly, considering how the site layout can optimise beneficial solar gain and reduce energy demands (e.g. insulation), before specification of energy efficient building services and finally incorporate renewable energy sources.

2

Local green spaces, views & character:

- What are the particular characteristics of this area which have been taken into account in the design; i.e. what are the landscape qualities of the area?
- Does the proposal maintain or enhance any identified views or views in general?
- How does the proposal affect the trees on or adjacent to the site?
- Can trees be used to provide natural shading from unwanted solar gain? i.e. Deciduous trees can limit solar gains in summer, while maximising them in winter.
- Has the proposal been considered within its wider physical context?
- Has the impact on the landscape quality of the area been taken into account?
- Has the impact of the development on the tranquillity of the area been fully considered?
- How does the proposal impact on existing views which are important to the area and how are these views incorporated in the design?
- Can any new views be created?
- Is there adequate amenity space for the development?
- Does the new development respect and enhance existing amenity space?
- Have opportunities for enhancing existing amenity spaces been explored?
- Will any communal amenity space be created? If so, how this will be used by the new owners and how will it be managed?
- Is there opportunity to increase the local area biodiversity?
- Can green space be used for natural flood prevention e.g. permeable landscaping, swales etc.?
- Can water bodies be used to provide evaporative cooling?
- Is there space to consider a ground source heat pump array, either horizontal ground loop or borehole (if excavation is required)?

3

Street grid and layout:

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

4

Buildings layout and grouping:

- What are the typical groupings of buildings?
- How have the existing groupings been reflected in the proposal?
- Are proposed groups of buildings offering variety and texture to the townscape?
- What effect would the proposal have on the streetscape?
- Does the proposal maintain the character of dwelling clusters stemming from the main road?
- Does the proposal overlook any adjacent properties or gardens? How is this mitigated?
- Subject to topography and the clustering of existing buildings, are new buildings oriented to incorporate passive solar design principles, with, for example, one of the main glazed elevations within 30° due south, whilst also minimising overheating risk?
- Can buildings with complementary energy profiles be clustered together such that a communal low carbon energy source could be used to supply multiple buildings that might require energy at different times of day or night? This is to reduce peak loads. And/or can waste heat from one building be extracted to provide cooling to that building as well as heat to another building?

5

Gateway and access features:

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

6

Building materials & surface treatment:

- What is the distinctive material in the area?
- Does the proposed material harmonise with the local materials?
- Does the proposal use high-quality materials?
- Have the details of the windows, doors, eaves and roof details been addressed in the context of the overall design?
- Does the new proposed materials respect or enhance the existing area or adversely change its character?
- Are recycled materials, or those with high recycled content proposed?
- Can the proposed materials be locally and/or responsibly sourced? E.g. FSC timber, or certified under BES 6001, ISO 14001 Environmental Management Systems?

7

Household extensions:

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

8

Building heights and roofline:

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

9

Building line and boundary treatment:

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

10

Car parking:

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

aecom.com