

Appendices

Proof of evidence in relation urban design matters

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20/00873/FULM

Residential development of 103 dwellings an associated access and infrastructure.
Field Reference Number 7108, Eakring Road, Bilsthorpe, Nottinghamshire.

Appendix A: Site visit photographs

All photographs were taken by Dr. Stefan Kruczkowski.



Photograph 1: The gap in the hedgerow provides one of two well used points of access into the field (see photograph 4 for the second point of access). This point of access aligns with the diagonal path across the site. From this point of access people can also turn left (northerly direction) and right (southerly direction) onto trodden paths that run along the periphery of the field.



Photograph 2: Looking in a north easterly direction along the line of the diagonal path across the site.



Photograph 3: Looking north with Eakring Road to the left of the image beyond the hedgerow.



Photograph 4: A well-used point of access located to the south western corner of the site next to Eakring Road.



Photograph 5: The 'spur' connection off Eakring Road leading to the National Cycleway.



Photograph 6: Looking in a westerly direction from the top of the embankment to the east of the site. The trodden path runs along the southern site boundary and leads to the hedge gap shown on photograph 4. Despite the steepness of the embankment a clearly well used path runs up the embankment side. This provides access to a north-south track that runs along the edge of the embankment.



Photograph 7: Looking along the north-south track (looking north).



Photograph 8: Looking from the embankment track down into the site. If built as proposed, the view from this point will be of back garden fences with the height of the embankment allowing views down into back garden spaces.



Photograph 9: Street junctions are punctuated with triangular shaped areas of space that provide space for street trees. (Junction of Church Street and Savile Road).



Photograph 10: Consistent with developments of the era built along Garden Suburb/Corporation Suburb ideals, simple building forms have been arranged to line and face onto strong, geometric street patterns. Deep frontage were defined by hedgerow boundaries, many of which have been removed to accommodate frontage car parking or low maintenance boundary treatments such as concrete and timber fencing. However, new development offers the opportunity to reflect the distinctive character of this suburb (including those characteristics that have been lost or eroded).



Photograph 11: Approaching the village from the north along Eakring Road views across the site are visible towards the wooded embankment (looking in a south easterly direction).



Photograph 12: The views across the site are largely obscured by the brick walls of the bridge. The wide carriageway and gentle sweeping curve of Eakring Road allows higher speeds than the signed 30mph limit. The design of the road offers visual cues to drivers that suggests a higher speed road (looking in a southerly direction).

Appendix B: Building for a Healthy Life

Indicator	Indicator	Justification
Integrated Neighbourhoods		
Natural connections	Red	<p>The site is traversed by a number of well used and well-trodden paths and a number of points of access. These run along the perimeter of the site with a further path running diagonally across the site in a north easterly direction from the field access located on Eakring Road.</p> <p>Points of wider connections (five in total) are evident along the southern boundary of the site (1 x south western corner; 1 x south eastern corner), Eakring Road field gate, 1 x north western corner and 1 x north eastern corner.</p> <p>None of these points of connection were identified as part of the site assessment and evaluation process (referring to submitted application materials). These points of connection are lost in the proposals for the development of the site.</p> <p>Development on this site would create new desire lines. An important point of connection will be to the National Cycle Route 645 that is well used by pedestrians and cyclists. A direct connection to this route is needed to align with an existing 'spur' that exists on Eakring Road (opposite Plot 23 on the proposed development site).</p> <p>Notwithstanding comments from the Highway Authority (that has accepted that the development will not generate sufficient movements to justify a crossing), providing safe and easy ways for pedestrians to cross a road is an important way in which people can be invited to walk for short distance trips (rather than drive).</p> <p>Whilst Eakring Road is designated as a 30mph as it approaches and passes alongside the site, vehicle speeds are much higher. The ability of pedestrians and cyclists to cross Eakring Road comfortably and safely will be compromised by the lack of a current or proposed new crossing point. The most inclusive form of crossing in a location such as this would reasonably seem to be a zebra crossing (variant with cycle crossing provision included). There are two locations where it is</p>

expected that there would be high demand for pedestrian and cycle crossing provision:

1. Plot 23 to National Cycle Route 645 'spur'.
2. Mickledale Lane/Eakring Road junction.

This latter point of connection is worthy of discussion as there is a tendency to focus on connectivity for those that will live on a proposed development rather than thinking about those that already live in an area. However, the site performs a wider community function. It provides recreational opportunities and is also proposed to offer residents retail services. As such, there will be new pedestrian movements (in addition to existing pedestrian movements) across Eakring Road and the junction of Mickledale Lane that the proposals need to respond to in order to contribute towards a 'green indicator' against this consideration.

Within the site there are further disconnects that will frustrate pedestrian and cycle movement through the use of a street pattern that is heavily reliant on disconnected cul de sacs and private drives.

The failure of the appellants to respond to critically important connections and routes within and beyond the site is a fundamental weakness of the submitted proposals.

There is an opportunity to enhance and/or replace the existing hedgerow and use structural landscaping across the development to safeguard and improve existing movement corridors for biodiversity. The proposals include providing a new pavement along the western boundary of the site along Eakring Road. The appellant proposes trimming back the hedge to accommodate this. It is not clear what extent of the hedge will remain once this takes place as the hedge sits very close to the edge of Eakring Road where there is no pavement currently.

The submitted proposals offer limited points of access for pedestrian and cyclists.

Internal pedestrian and cycle movements (as well as existing pedestrian movements across the site) will be frustrated by a largely disconnected street and movement network that is partly evidenced by the use of four cul de sacs that lead from the principal street.

		Existing and anticipated desire lines have not been identified and integrated into the design response.
Walking, cycling and public transport	Red	<p>The proposals are based on conventional highways practice that is based upon a user hierarchy that prioritises vehicular movement over pedestrian and cycle movement.</p> <p>The site lends itself to a low speed, low traffic area. Features such as tight corner radii and encouraging pedestrian and cycle movement by providing direct connections between places people will want to move between have not been identified and responded to in the submitted proposals.</p> <p>The severance effect of Eakring Road on pedestrian and cycle movements to and from the site has not been identified and responded to in the submitted proposals.</p> <p>There are a number of bus stops close to the site. These are located on Eakring Road (north and south) and Mickledale Lane (east and west). The connection between the site and these stops is partly compromised by the absence of pedestrian crossing points and direct routes (see Natural Connections). Therefore there are critical failures in the design response.</p>
Facilities and services	Amber	<p>The site is located within a settlement with a range of facilities and services. The site is adjacent to a proposed retail development.</p> <p>The scheme (as previously discussed) fails to anticipate and respond to desire lines between existing and proposed new homes and the adjacent retail site. It is important to recognise that the site is a facility at present and through sensitive design the function of this community facility can remain largely intact.</p> <p>The scheme includes two areas public open space, one of which is dominated by a large attenuation pond. It is not clear how these spaces will be designed and what activities that are intended to accommodate. A more creative approach is required to providing open space provision that responds to policy needs relating to the quantum of land required for this purpose but also responds to how the site is currently used for recreational purposes.</p>

Homes for everyone	Red	The Council is not of the view that the proposed housing mix reflects local housing need. The mix does not offer any single-storey dwellings and as such fails to provide for the needs of an ageing population. In addition, 80% of dwellings do not meet the Nationally Described Space Standard. Notably 93% of the 3 bedroom dwellings only meet the standard expected of a 2 or 1 bedroom dwelling and as such do not provide the space required by a family to grow. For this reason, a red light is justified.
Distinctive places		
Making the most of what's there	Red	<p>There are a number of opportunities that would be responded to positively if the scheme were to make the most of what exists:</p> <ul style="list-style-type: none"> - Existing hedgerow along Earking Road replanted/laid and enhanced. - Integrate peripheral and cross site routes that are evident in the form of well-trodden and well used paths. - Points of connection into and beyond the site: (five in total) are evident along the southern boundary of the site (1 x south western corner; 1 x south eastern corner), Eakring Road field gate, 1 x north western corner and 1 x north eastern corner. - Views across the site from Mickledale Lane to the wooded embankment. - A strong visual and pedestrian connection from the proposed site access to the wooded ridge. - The wider Forest setting of the site and Bilsthorpe. - The adjacent suburb that was developed on Garden City/Corporation Suburb ideals. <p>These opportunities have not been responded to. This can be partly attributed to the failure of the appellant to identify these opportunities and explore how they might be responded to. It therefore follows that the scheme does not make the most of existing site and contextual features.</p>
A memorable character	Red	<p>The site offers a number of opportunities to create a place with a distinctive and memorable character.</p> <p>For instance, the development could draw inspiration from the strong building and street pattern of the suburban development to the west of Eakring Road that is heavily inspired by Garden City/Corporation Suburb ideals. Building forms are simple and strong with linear and geometric street</p>

		<p>patterns, plot patterns and building lines. Homes are set within deep plots and whilst there has been erosion of the original landscape fabric through the removal of frontage hedges there are streets where this character is more intact. At street junctions, there are distinctive triangular spaces that provide space for trees within the street environment. Building typologies are restrained with wide fronted semis dominant. Hipped roofs reduce the bulk and impact of roof structures and provide views to landscape features within the wider area.</p> <p>Whilst it is not possible to replicate the density of this suburb on the site, it is possible to draw inspiration and reinterpret these characteristics and features through the use of structural landscaping in streets, frontage boundary treatments, building typologies and roof forms. This could then be reinforced further through materials and other details.</p> <p>Another source of inspiration is the Landscape Character Study that defines the area as ‘Create’, i.e. create a place that enhances the forest character of the wider landscape. As such, views into the site when approaching from the north along Eakring Road are important considerations when formulating a design response using this as a source of inspiration.</p> <p>The submitted house types are standard house types that are generic in character and appear to be neither contemporary nor traditional. No local references have been drawn into the buildings and whilst references are made to materials, the degree of thought afforded to this is limited.</p> <p>Greater attention needs to be afforded to not only material selections but the opportunity to use landscaping to respond to ‘Create’ policies in the Landscape Character Study; which in turn could be an excellent way to create a place with a memorable identity. Taking into account the proximity of Sherwood Forest and the site’s location within National Character Area of Sherwood the opportunity to use landscaping as a primary source of character seems a major missed opportunity.</p>
Well defined streets and spaces	Amber	Whilst the development creates a series of perimeter blocks there are areas of weakness.

		<p>The most significant of these is along the eastern boundary of the site where development will present its back to the raised embankment. This will fragment perimeter block structure and erode its strength. A stronger response would be to orientate the principal elevations (faces) of homes onto the eastern boundary of the site.</p> <p>It is important to consider the visual impact of the proposal when viewed from the raised embankment. Whilst this will be screened to some degree when trees are in leaf the aspect of the development will not be positive as walking along the embankment you will see rear garden boundary fences and by virtue of the level difference, there will be views into rear gardens. It is well known that informal fly tipping takes place where rear garden boundaries sit adjacent to areas of undeveloped land. This edge relationship will also completely block existing pedestrian movement along this edge of the site. The resolution of this edge is therefore not considered to be more negative than positive.</p> <p>There are minor areas of weakness with other blocks where refinement of block structure is required. The absence of refinement sees the rear garden facing onto the public and semi-private realm; see plots 1 and 31.</p> <p>The positioning of the substation is very prominent and it is questioned whether there was scope to locate this in a less prominent position.</p> <p>Internal vistas have been generally considered with the eye lead to the façade of buildings or to landscape features/open spaces. However in some locations, internal vistas are less well resolved and are terminated by boundary treatments or parking spaces.</p>
Easy to find your way around	Amber	The proposed development is relatively compact with a linear street pattern that will be largely easy to navigate. However as previously discussed internal connectivity and wider connectivity is frustrated by the blocking up and loss of existing routes and connections; as well as the failure to respond to anticipated desire lines.
Streets for all		
Healthy streets	Amber	Street design is not fully consistent with the principles established in Manual for Streets and this is evident in design

		<p>of streets that prioritises vehicular movement and offers no evidence that efforts have been made to establish pedestrian and cycle priority; alongside lower design speeds. Whilst it is recognised that some constraints may be imposed by local highway standards, there is scope to introduce streets within the adoptable street corridor, tighten corner radii (whilst still allowing tracking for larger vehicles if the principle of larger vehicles crossing over the centre line is accepted by the highway authority); pedestrian and cycle priority across side junctions and a change of street character as vehicles enter the site from what is a high speed road.</p>
Cycle and car parking	Amber	<p>The scheme is heavily reliant on tandem car parking solutions.</p> <p>Tandem car parking results in a high level of displaced car parking which often results in high levels of half on pavement parking. This can be mitigated by limiting the use of tandem parking and where tandem parking is used, providing unallocated on street shared car parking bays.</p> <p>Where frontage car parking is used, greater green relief is required to help settle car parking into the street environment and guard against street environments that are dominated by parked cars. Structural landscaping is needed, particularly along the homes along the site's eastern boundary. However this requires more than 'greening' spaces between areas of car parking. More space needs to be provided to allow sufficient space for dense and strong landscaping.</p> <p>Surveillance opportunities over side of plot car parking is limited or non-existent due to the absence of side windows (serving habitable rooms) to flank walls.</p> <p>The scheme fails to provide cycle parking (to the specification set out in Building for a Healthy Life).</p>
Green and blue infrastructure	Red	<p>The design response fails to demonstrate how the scheme will positively contribute towards the requirements of this consideration.</p> <p>The water management strategy is reliant on a single attenuation basin, for which there is little information. How will this function as an attractive and accessible part of the open space network? Precedents would offer the council assurances and an indication of what is envisaged. The information provided suggests that a heavily engineered</p>

		<p>solution is proposed, with steep side profiles and exposed concrete headwalls. It is questioned whether there is scope to attenuate across the site, slow water flow and in turn reduce the size of the basin. There seems to be scope to create a swale/ditch along the site' eastern boundary where there is currently a narrow ditch.</p> <p>The scheme fails to demonstrate that consideration has been afforded to enhancing and creating new and linked habitats. The western hedgerow could offer greater value if replanted, laid and/restored. New open spaces could introduce species rich grasslands.</p> <p>More thought and creativity is required to meet the requirements of this consideration.</p>
<p>Back of pavement, front of home</p>	<p>Amber</p>	<p>The proposals fail to fully meet the requirements of this consideration.</p> <p>The distinction between public and private spaces is not clear in places, with areas of leftover land with no clear public or private ownership and function.</p> <p>There is no information within the submitted proposals that demonstrates that the space between the back of the pavement and the façade of individual homes will be detailed in order to create a good quality street environment. For instance, a high proportion of homes sit >2m of the pavement edge. These spaces are often poorly resolved with a lack of space to allow any landscape to flourish or be practically maintained. Such spaces often become neglected and are characterised by bare patches of earth, threadbare landscaping and utility boxes.</p> <p>There is no robust waste storage strategy with no dedicated areas for storing waste and recycling containers. Whilst there is space to the side of detached homes to locate containers, this is less so for semi-detached and terraced typologies where space is limited and largely consumed by car parking spaces. Whilst there is space within some plots for storage within garden spaces, for these to be accessible and used requires careful consideration. For instance, there need to be clear movement corridors to allow bins and crates to be dragged/carried and a sufficient area of hard surfacing. It is also important to be mindful of the need to provide visually discreet locations where garden storage is used.</p>

		<p>Mid terraces rely on residents dragging and carrying containers long distances. For example plot 94 needs to navigate four tight right angle turns to reach their rear garden space. The awkwardness of the route and the length of this route will (in reality) see the occupants storing their containers within the 2m space between the edge of the private drive and the façade of the building.</p> <p>In the absence of a waste storage strategy it is considered that frontage zones/threshold areas will be used for waste storage compromising the quality of the public realm.</p>
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