



urban forward ltd

# Dethick, Lea and Holloway Character Appraisal

Produced June 2018 for the Dethick, Lea  
and Holloway Neighbourhood Development  
Plan by urban forward ltd





## Contents

Section 1: About this document	
Purpose of this document	1
Structure	1
About the Parish	2
The settlements	3
The study areas	4
Designated areas	5
Section 2: Green gaps	
About this section	7
Green gaps	8
Section 3: Settlements	
About this section	13
<b>Lea</b>	
Existing built up area	15
Settlement pattern	16
Change over time	17
Dwelling types	19
Streets and spaces	20
Plots	23
Boundaries and landscape	24
Buildings and materials	25
<b>Holloway</b>	
Existing built up area	27
Settlement pattern	28
Change over time	29
Dwelling types	31
Streets and spaces	32
Plots	35
Boundaries and landscape	36
Buildings and materials	37
<b>Countryside settlements</b>	
Countryside settlements	39
Streets and spaces	40
Plots	45
Boundaries and landscape	47
Buildings and materials	49
Section 4: Key views	
Vistas and views	53
Key views photos	54
Section 5: Appendices	
Appendix I: General design principles	58
Appendix II: Manual for Streets	63
Appendix III: Building for Life 12	64
Appendix IV: Glossary of terms	65

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Document revision: K  
Format: View @ A3 landscape  
Issue date: 09/12/2018  
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# Section 1: About this document



## The purpose of this document

This document has been produced to support the spatial strategies and design policies in the Dethick, Lea and Holloway Neighbourhood Development Plan. It should be read in conjunction with the Plan document, along with the documents outlined in the appendices of this guide.

The intention of this document is to enable design teams to make their proposals specific to the Plan area, and to help avoid some of the common pitfalls associated with new development. It also provides guidance on how to manage change in the area, including how the existing built form and townscape can inform new development should it come forward.

The guidance within this document is not exhaustive, and we encourage design teams to undertake further studies should they wish to develop schemes within the area.

Finally, appendices are included that set out general design guidance that reflects best practice and national policy, with key principles that all development should follow established. You can also find a glossary of useful terms in this section.

## Structure

The document is set out in the following sections:

**Section 1** sets out how to use the document, introduces the Plan area and explains the rationale behind the information contained within this Guide. It also highlights the many designations influencing the management of the area.

**Section 2** examines the various landscape breaks between settlements, defining their characteristics and setting out how they should be managed. Avoiding the coalescence of what are distinct settlements is an important principle, and the green gaps identified in this study are key to this.

**Section 3** explores the form of the built and natural environment in the area, looking at the way topography influences its morphology, how places are set out, and how they have changed over time. It then looks at the details of the settlements, examining the aspects that make up their character and identity. This analysis is then translated into useful principles for future development, suggesting ways in which designers can ensure their proposals support rather than erode local distinctiveness.

**Section 4** sets out a series of important views as designated by the community. These are supported with a photo study.

**Section 5** provides an appendices, setting out suggested further reading and providing a glossary of useful terms and definitions. It also includes general design principles. It looks at nationally accepted place making design best practice, and established design approaches that should apply to all places, with some Plan area-wide recommendations. It also demonstrates how design is embedded in national policy and guidance, giving weight to the need to secure high quality design through the planning process.



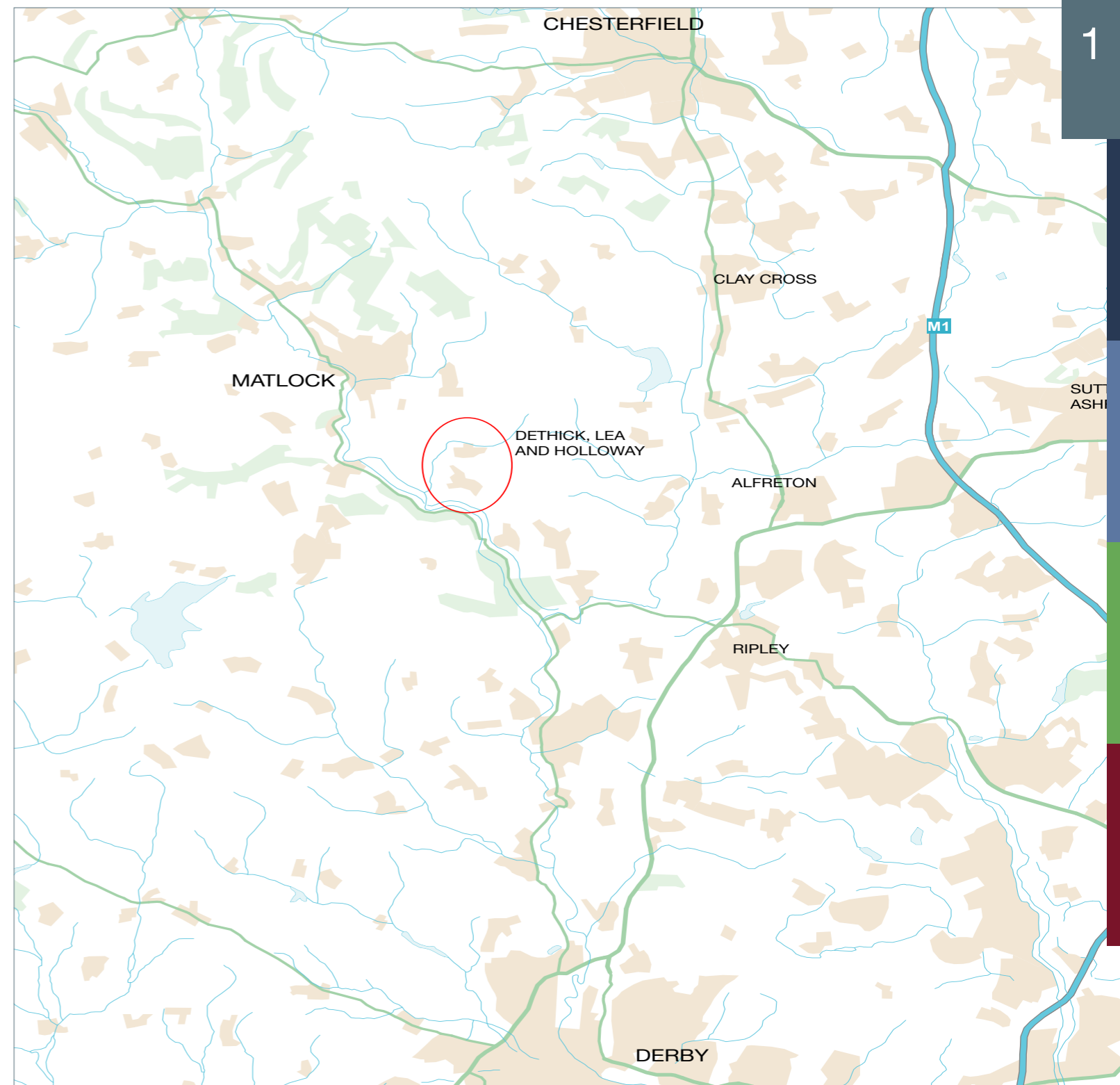
## About the Parish

Residents speak about this place with a deep sense of pride. It is part of the Derwent Valley, an area of considerable landscape and built heritage and beauty. The NDP Steering group describes the parish:

*“The Parish of Dethick Lea and Holloway is situated in a rural area of Derbyshire and within Amber Valley Borough Council. It is nestled within the north westerly steep-sided slopes of the Derwent Valley and opens out into a gentle hilltop farming plateau to the north.”*

*The parish is bordered by the Derwent River to the south and follows the Lea Brook before meeting the Littlemoor Brook to the west and northwest. It runs out and meets Cunnery Lane on the higher plateau following the fields around Redhill Farm to the north, including some area north of the Tansley Road. From the eastern side the boundary moves up from the Derwent through the stream in Leashaw Wood and then heads to Wakebridge where it follows the hill top ridge of the ancient pathway to the Shuckstone Cross to the east. That then continues across the fields to meet the boundary described around Redhill Farm.”*

Right: The Parish in its wider context.





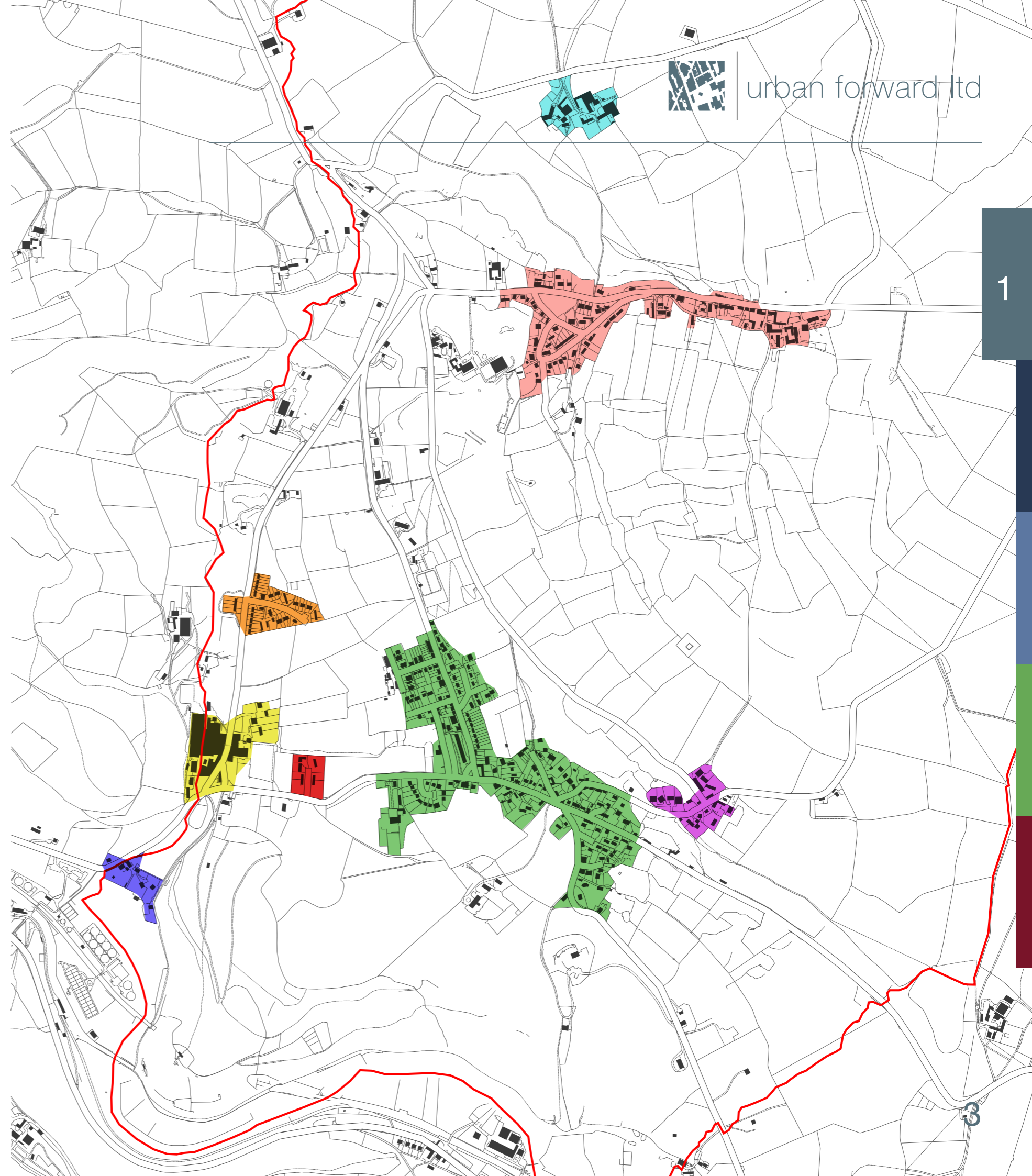
# The settlements

The area covered by this study is comprised of two large villages and a collection of dispersed smaller settlements. The largest villages are those of Lea and Holloway. At Lea Bridge there is a cluster of settlements near to the John Smedley mill that identify as Lea Bridge, but which take the form of separate settlements. The mill forms an important element in the Derwent Valley World Heritage Site and should be defined in this way, with the requisite sensitivity and protection. The main facilities and services within the area are within these villages, and they act as the main destination settlements for local residents. These are historic settlements and have an intricate and rich character.

These are supplemented by a range of smaller, dispersed settlements. Dethick and Lea Mills are small settlements that are linked to the major historic industries and activities of the area. Lea Mills sits within the Derwent Valley World Heritage Site and is linked to the industrial revolution whilst Dethick is linked to the agricultural industry.

Scattered farmsteads, small hamlets and lanes are found elsewhere in the area, along with SSSIs, woodland, steep hills and expansive countryside (see **Designated Areas**, p5).

- Key:
-  Dethick
  -  Lea
  -  Nightingale Close
  -  Holloway
  -  Upper Holloway
  -  Lea Mills
  -  Hollins Wood Close
  -  Lea Wood



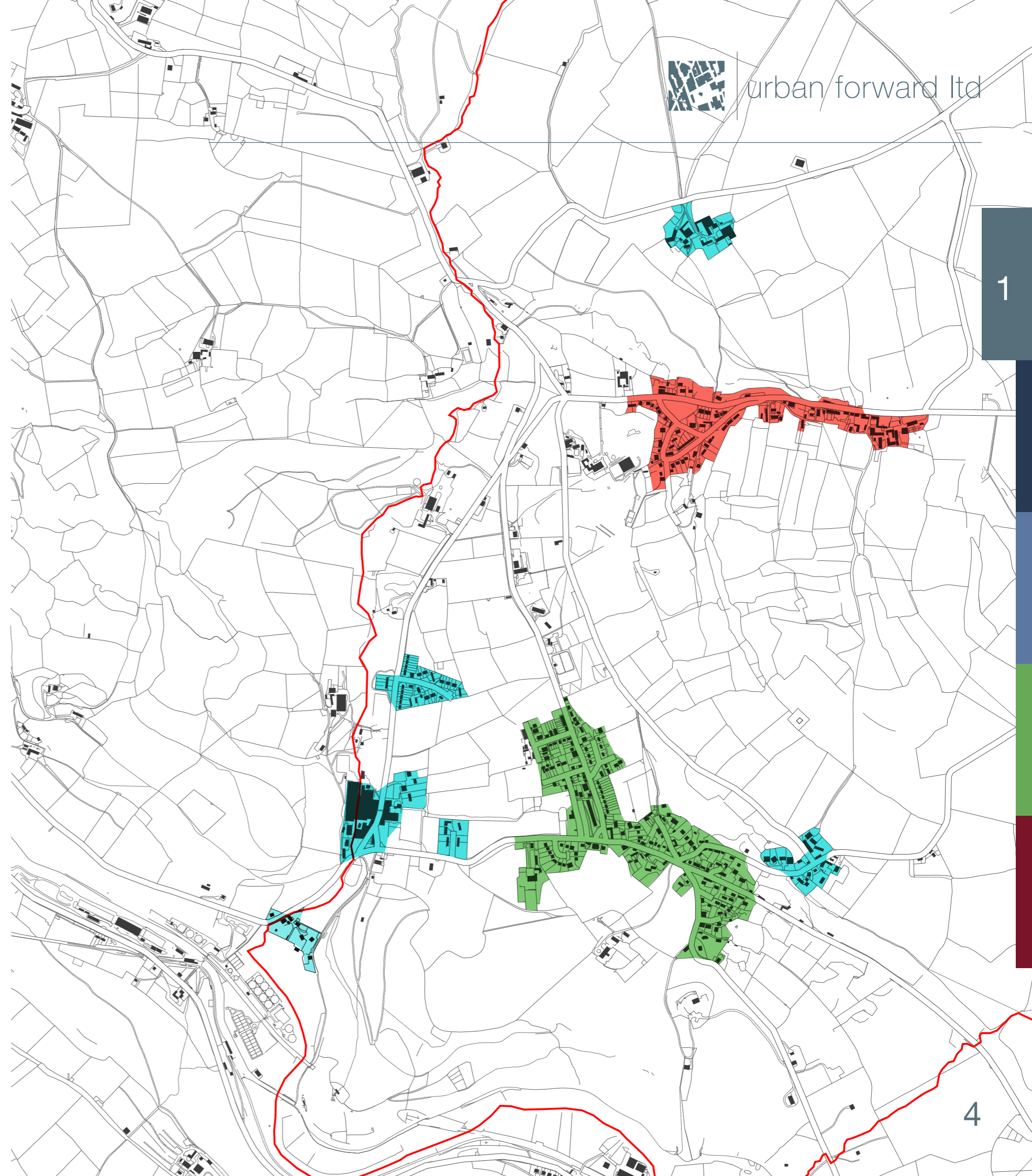
# The study areas

For the purposes of this document, the Parish has been broken down into three study areas. These are the large villages of Holloway and Lea, with the smaller settlements then grouped together. The rationale for this is that it is likely the main pressure for change within the Parish will be within the larger villages, and therefore these need the highest levels of attention.

Many of the more dispersed settlements share commonalities that allow them to be analysed together. Should change occur in these smaller outlying places, then it is likely to be of a limited scale.

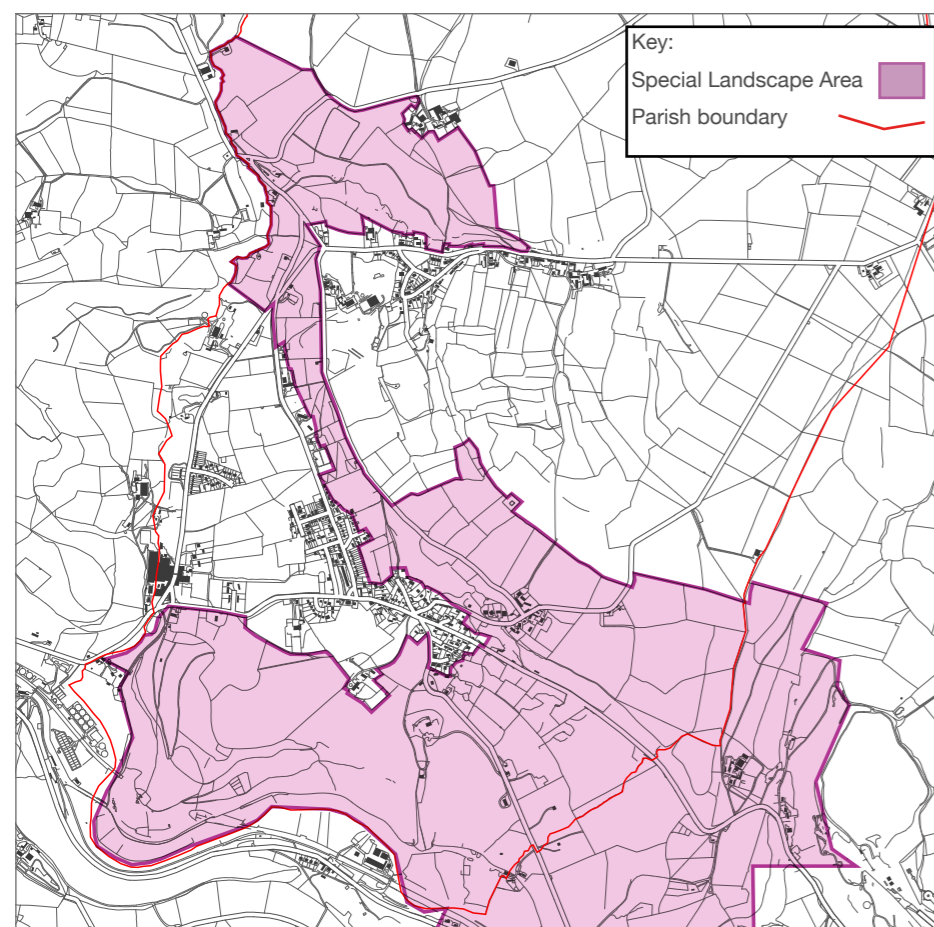
Key:

- Lea
- Holloway
- Countryside settlements



# Designated areas

## Special Landscape Area

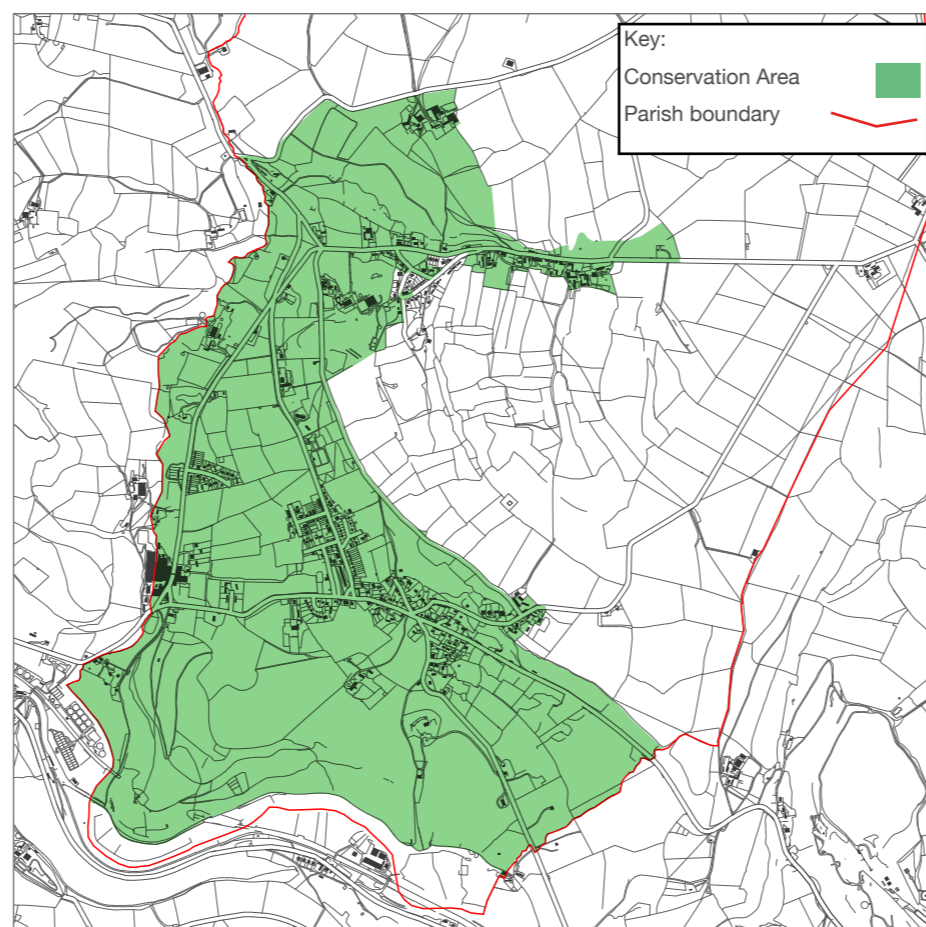


Much of the built environment of the Parish falls within a designated Special Landscape Area. This works in conjunction with the World Heritage Site boundary and buffer zone to add special protection to the landscape around the area.

*“Special Landscape Areas bound much of the World Heritage Site. This designation identifies particularly fine landscapes that are protected by policies to preserve and enhance their character. This and the Landscape Character Assessment for Derbyshire have informed the definition of the buffer zone in recognition of the need to acknowledge and protect the significance of the site as a cultural landscape.”*

Source: Derwent Valley Mills Management Plan App 2.

## Conservation Area

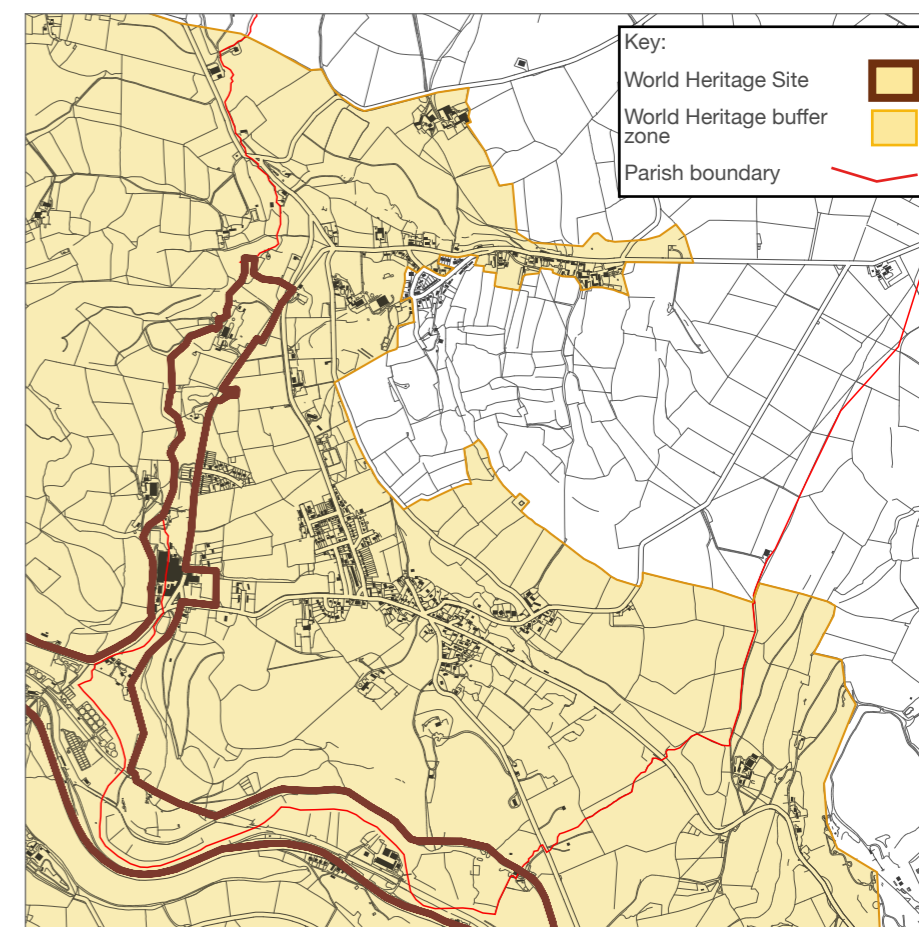


Much of the Parish falls within a designated Conservation Area. The conservation area was designated in 1996, and Conservation Area Appraisal states the following:

*“careful regard should be given to those features which give Dethick, Lea and Holloway its special character and appearance. The Area’s distinctly rural nature derives from a number of features including :*

- *pockets of low density built development, scattered in a rolling landscape consisting of large areas of natural woodland, parkland and enclosed postures.*
- *the many hedgerows and traditional dry-stone boundary walls which bound roads, building plots,*
- *and fields throughout the Area .*
- *the few widely spaced narrow and winding lanes;*
- *the quiet nature of the area, with little more than background traffic noise .*
- *the general lack of economic land uses other than those associated with agriculture, the only significant industrial development being the textile mills at Lea Bridge.*
- *the gradual historic development and evolution of Dethick, Lea and Holloway over time, contributing to a homogeneous range of traditional building styles, plot sizes and layouts.*
- *the mixed positioning of historic buildings, so that in the older parts of the Area there is a variety of plot shapes and sizes, consistent frontages do not exist and not all buildings are aligned with the road.*
- *the spacious setting of many of the larger properties in well stocked gardens.”*

## UNESCO World Heritage Site and buffer zone



The World Heritage Site (outlined) and its buffer zone (shaded) are of exceptional importance to the character of the area. UNESCO sets out the justification for the WHS designation as follows:

*“The relationship of the industrial buildings and their dependent urban settlements to the river and its tributaries and to the topography of the surrounding rural landscape has been preserved, especially in the upper reaches of the valley, virtually intact. Similarly, the interdependence of the mills and other industrial elements, such as the canals and railway, and the workers’ housing, is still plainly visible. All the key attributes of the cultural landscape are within the boundaries. The distinctive form of the overall industrial landscape is vulnerable in some parts to threats from large-scale development that would impact adversely on the scale of the settlements.”*

Source: <http://whc.unesco.org/en/list/1030>

The justification for a buffer zone is as follows:

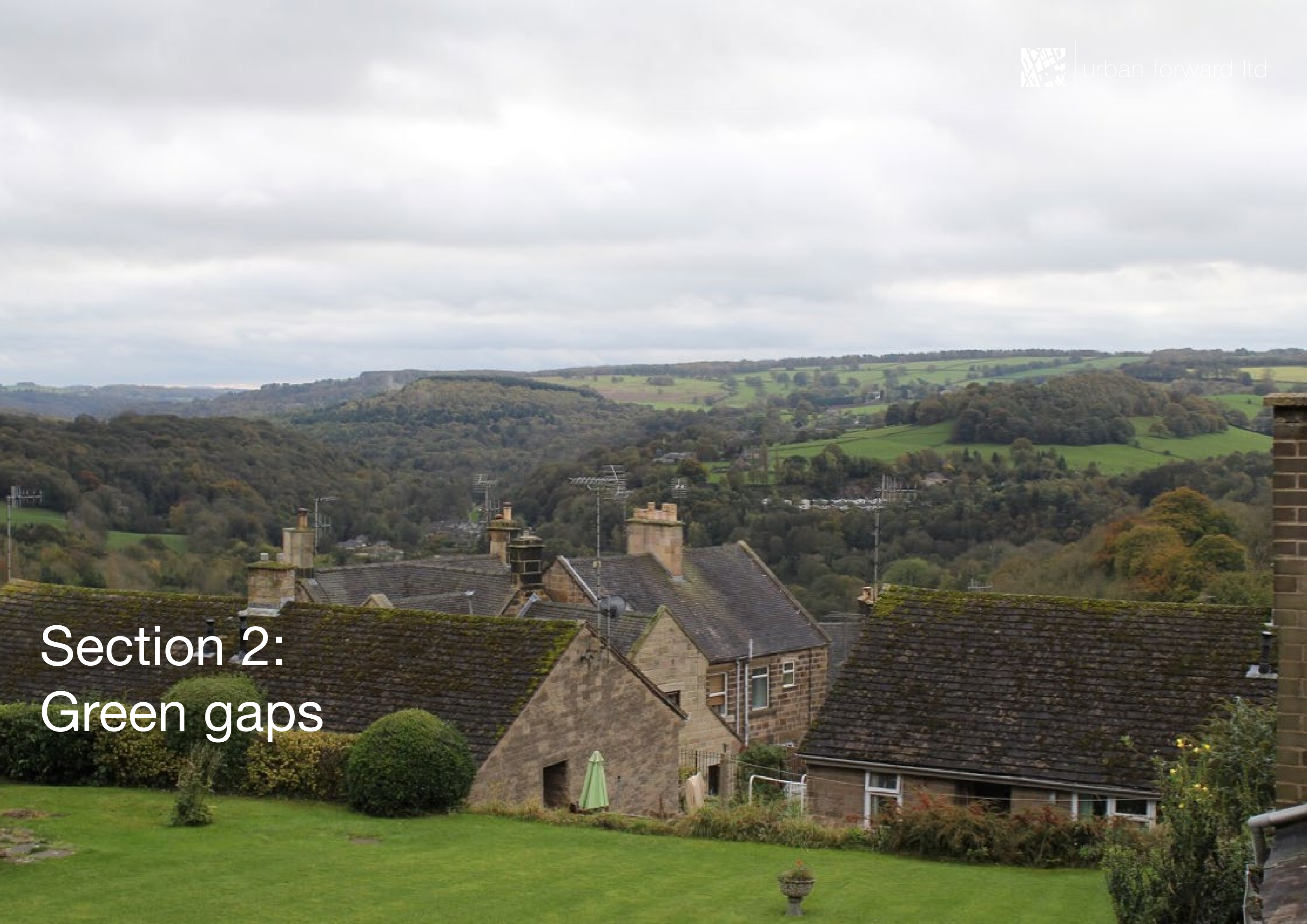
*“The buffer zone has been defined in order to protect the site from development that would damage its setting. Some secondary buildings or features that relate to the primary significance of the site are included. Wherever possible, boundaries of existing protected areas have been adopted.”*

Source: Derwent Valley Mills Management Plan App 2.





# Section 2: Green gaps





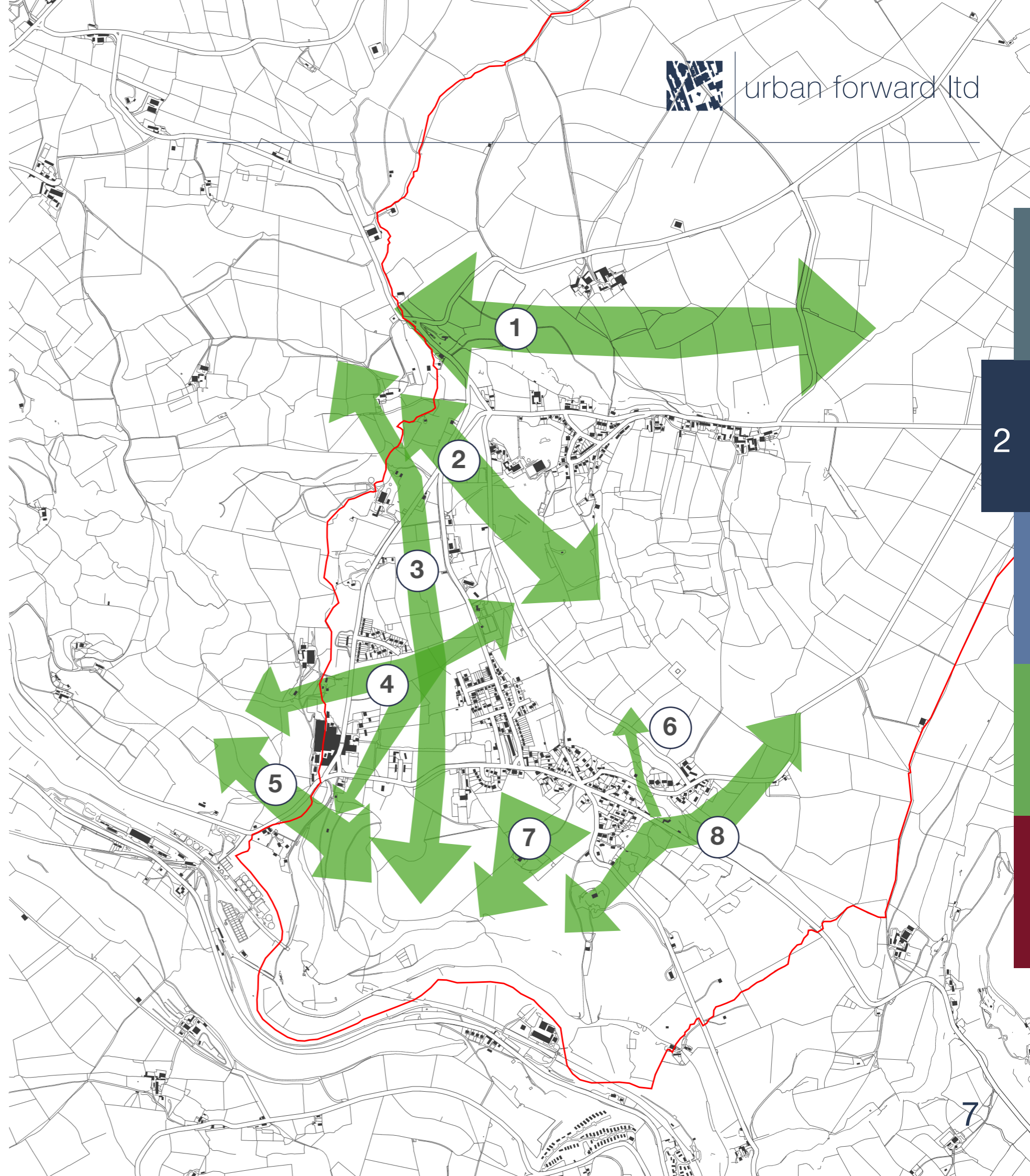
## About this section

From consulting with the Steering Group producing the Neighbourhood Development Plan, it is apparent that a key concern of the community is the threat of coalescence of what are currently distinct settlements with their own characters, and the consequent loss of the identity of individual places.

The analysis reveals eight distinct and important areas of separation between the villages and settlements of the area. These are:

1. The land between Dethick and Lea
2. The land running along the back of Lea Green, separating it from Holloway.
3. The land between the western edge of Holloway and the Lea Valley.
4. The land separating Lea Mills and Nightingale Close and Lea Mills from Hollins Wood Close
5. The land separating Lea Mills and Lea Wood
6. The land separating Upper Holloway from Holloway.
7. The land to the south of Holloway.
8. The land to the east of Holloway.

All of these gaps add significantly to the character of the settlements themselves by keeping the wider landscape with you as you move through and spend time in them. They also form part of a mesh of open countryside, woodland, and hills that help establish the landscape character of the area, and so need careful and delicate management.

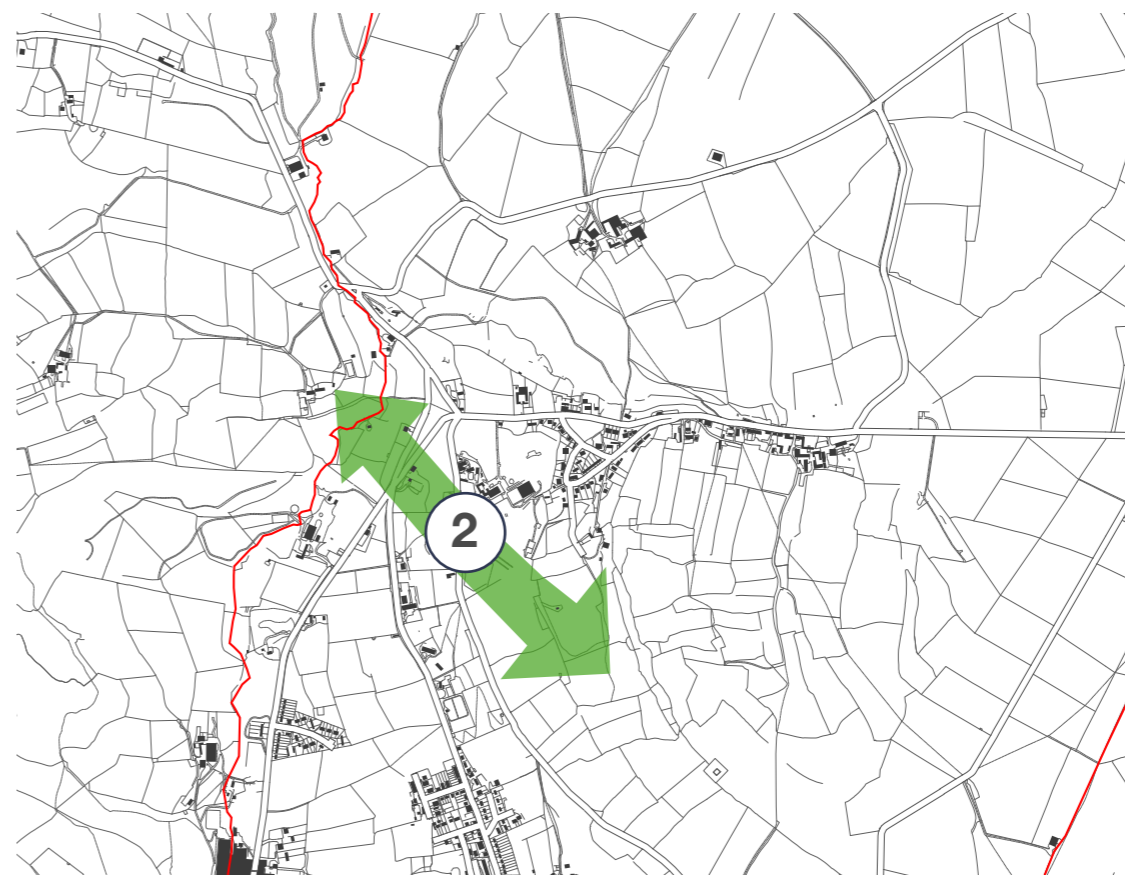


# Green gaps



1. The land between Dethick and Lea

Significant woodland and dramatic topography characterise this gap, which explains the placement of the edges of each settlement. Excellent views are available from Dethick over towards Lea, and there is a public footpath through the rural setting linking the two.



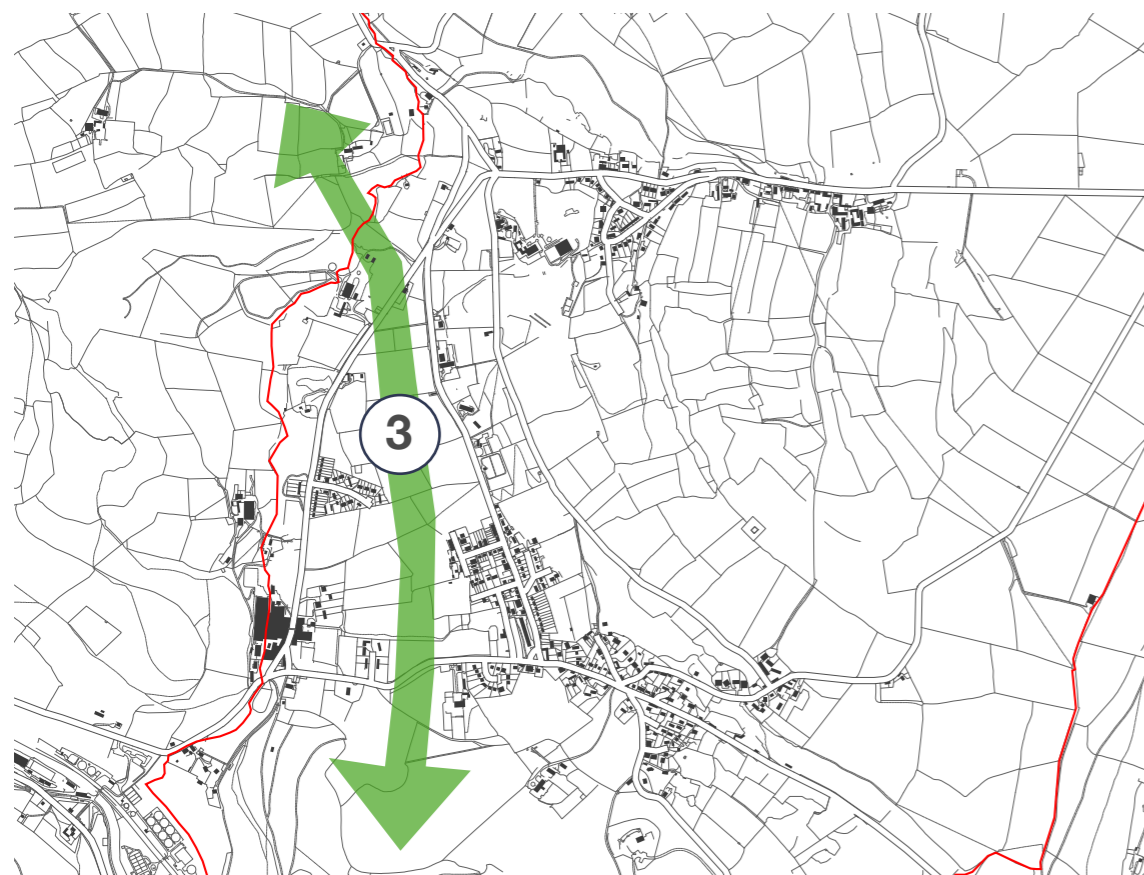
Key:  
— Parish boundary  
— Study area outline



2. The land running along the back of Lea Green, separating it from Holloway

Moving along Long Lane, which links Lea and Holloway, reveals dramatic vistas out across the valley glimpsed through woodland. Dry stone walls line the space.

## Green gaps



3. The land between the western edge of Holloway and the Lea Valley.

Open fields, framed by woodland across the valley, characterise this gap. This space often allows for views onto Lea Mills and forms part of the setting of the World Heritage Site.



Key:  
— Parish boundary  
— Study area outline



4. The Land Separating Lea Mills and Nightingale Close and Lea Mills Hollins Wood Close

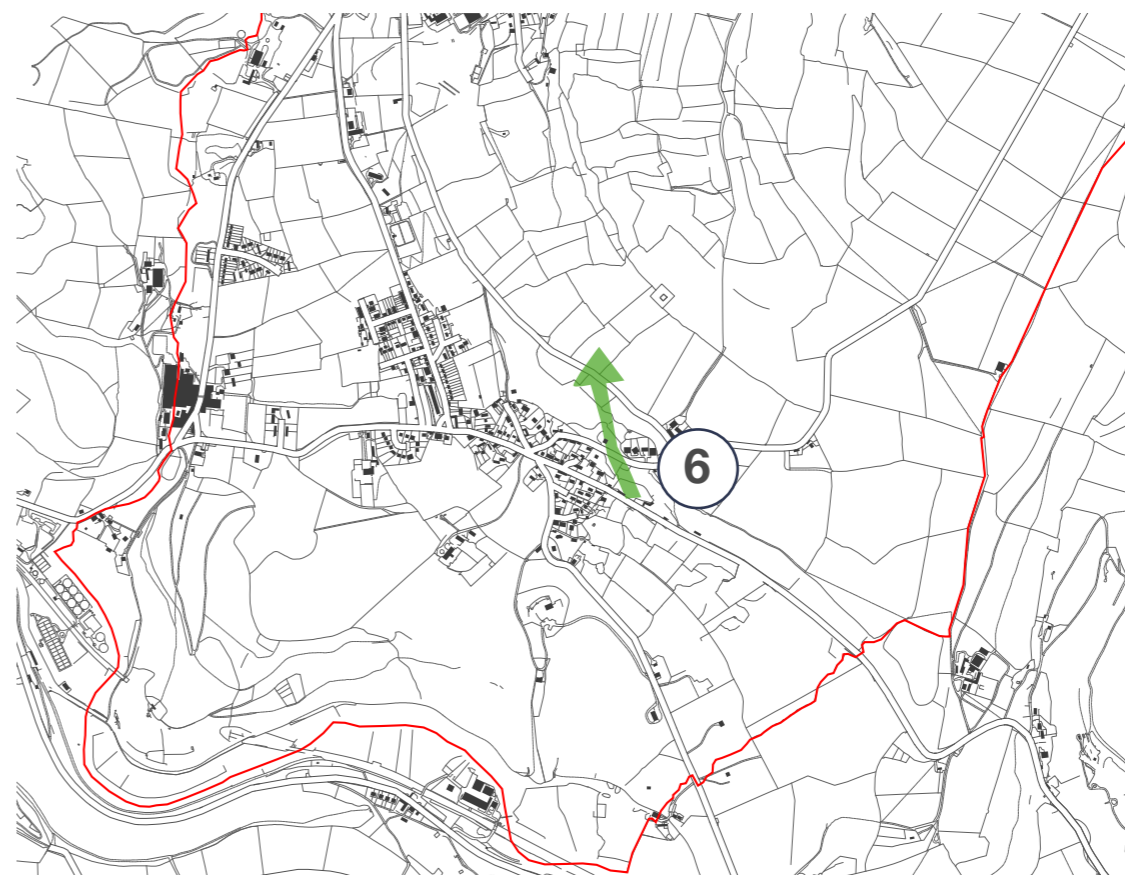
There is a significant green gap between the former mill workers housing at Nightingale Close, the houses on Hollins Wood Close, and the land around Lea Mills. Views along the valley help Lea Mills remain a distinct place within a green setting. The Outstanding Universal Value of the Derwent Valley World World Heritage Site is that of the 18c mills standing in their original setting.

## Green gaps



5. The land separating Lea Mills and Lea Wood

Whilst both industrial in heritage, Lea Mills is quite different from Lea Wood due to its use and history, with different building typologies and development pattern. This is reinforced by the separation between the two, which helps preserve their character and identity.



Key:  
— Parish boundary  
— Study area outline



6. The land separating Upper Holloway from Holloway

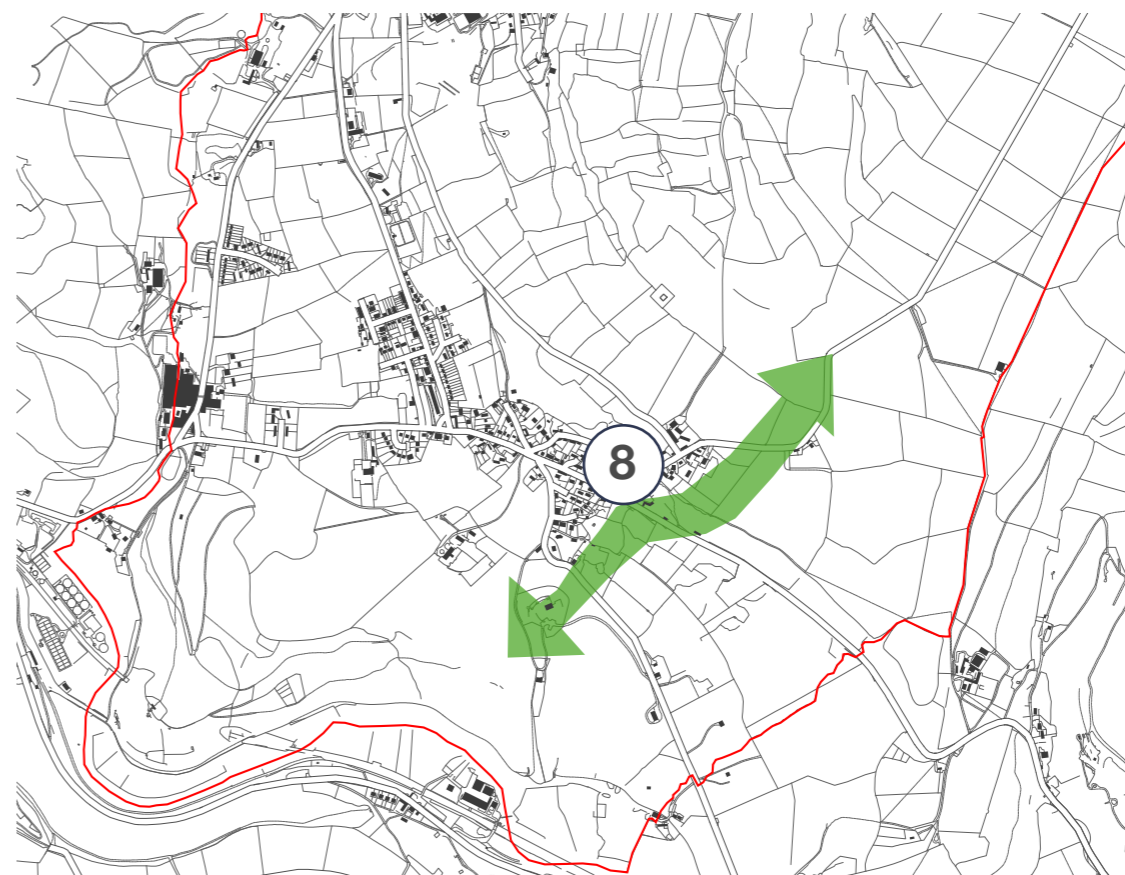
The Hollow, an attractive lane lined with mature trees and allowing for long views to the south, forms the boundary between what are two quite distinct settlements. The topography means they feel distinct from one another, and the expansive views add a great deal of character to this area.



# Green gaps



7. The land to the south of Holloway  
The southern extent of Holloway perches on the ridge, with the land plunging away dramatically to reveal long views. Here, a green 'apron' marks the extent of the village and sets it in its landscape.



Key:  
- Parish boundary  
- Study area outline



8. The land to the east of Holloway  
The eastern edge of Holloway is marked by an abrupt transition to ancient woodland along Leashaw whilst higher up, beyond Holloway, there is a transition to open, expansive countryside. This offers glimpsed views across the valley as well as helping to define the extent of Holloway.



# Settlements



## About this section

This section of the study aims to understand how the various elements that make up settlements combine to form a built environment of different characters. Much is made of the value of settlement character and identity, and a criticism often levelled at new development is that it lacks a distinctive character and does not speak 'of its place', instead looking much like anywhere else. Character and identity informs our experience of different places and helps us to differentiate one from another. The various elements that make up this image of a place are often shared between settlements, but with subtle but important variation. Variation within a settlement helps us to understand how a place is put together, which parts might be of interest for social and economic activities, which for more private living etc and affects the quality of experience when moving between each.

As previously discussed, at the larger scale, settlement character is informed primarily by the landform and the landscape setting in which it sits. Topography, watercourse and other natural elements help define the shape of the settlements, and how settlements interact with these elements is a key 'first step' in developing a distinctive character. How lines of movement relate to underlying natural features is the next 'morphological layer' that defines character. How streets, lanes and linear green elements work with or against the landform changes between places and can generate distinctiveness.

Commonalities in design between places exist at all levels, with shared spatial and detailing relationships giving a feeling of familiarity and 'readability' even for new places. At the scale of plots and buildings this is especially true, but boundary detailing, materials, architectural styles and 'special' spaces all combine to distinguish one place from another, or more commonly, one region of the country from another. Local materials and detailing are especially important in this regard, with vernacular elements usually defined by locally sourced building materials and design flourishes at the building level.

The settlements within the area have features which distinguish them from one another and the aim of this section is to distil those to enable new development to maintain and enhance the feeling of character. To do this, each of the main design aspects is analysed to break down its character-forming elements, so that new development can draw inspiration from local types and forms to embed the character of the area into their design approach.

The analysis in this document has been prepared as a result of consultation with the Steering Group, and is set out to cover the following:

- Streets & spaces
- Plots
- Boundaries & landscape
- Buildings & materials

How sensitive an element is to change is also explored, and to do so we use a simple scale to show how each important element analysed is to character:



Filled boxes denote the level of sensitivity. The higher the score on this scale, the more critical an element is in supporting the overall character and identity of the village.







Lea



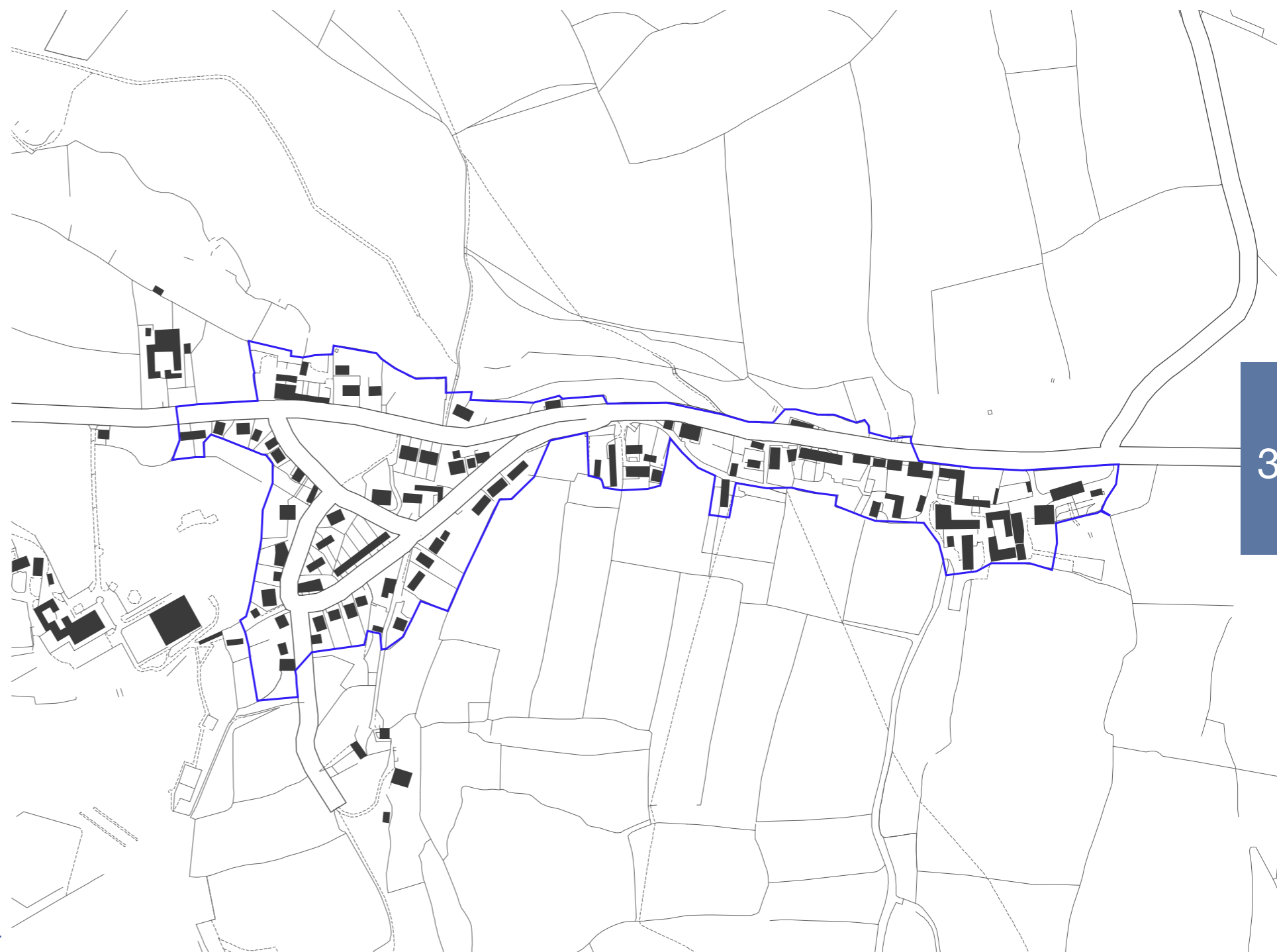
## Existing built up area

The current extent of Lea is generally tightly bounded, extending only one plot deep from Lea Main / Moor Road in most places. To the east, Lea transitions into open countryside around the junction with Shaw Lane. Here, the grade-II listed Lea Hall denotes the entrance to the village. This part of the village was known as in the past, and is sometimes still referred to, as Upper Lea.

From the west, as you approach the village you move past a courtyard farmstead to approach the village at the Jug and Glass public house.

To the north, Lea remains a single plot deep from the street in most places, but to the south, development extends along the local lanes, forming a cluster of housing. The rough triangle formed by Holt Lane, Shelford Lane and Sledgegate Lane contains most of the housing in the village.

Right: Lea built framework



## Settlement pattern

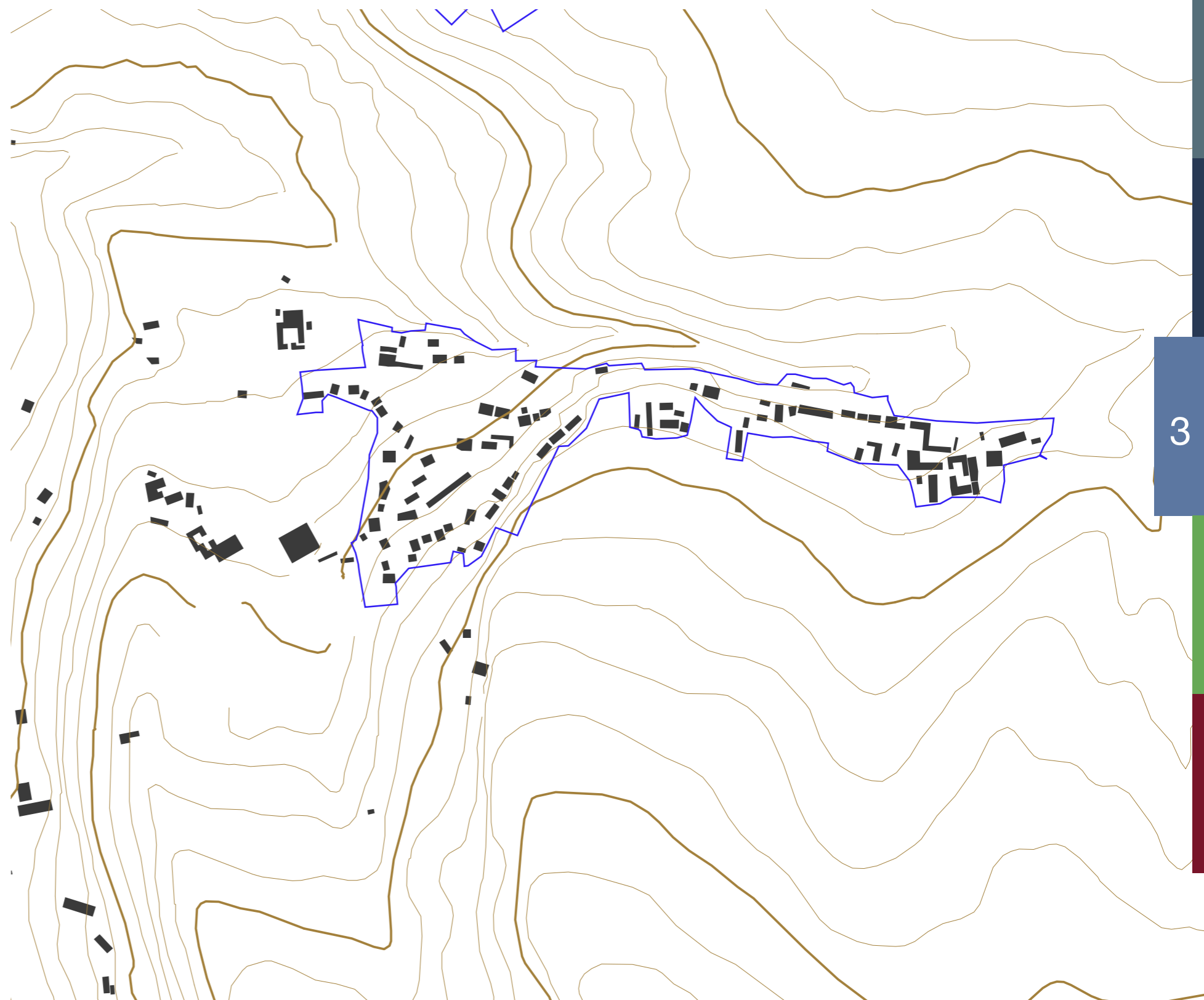
Lea is, in the main, a linear settlement, sitting along a strong local ridge line. Development occupies a narrow strip of land along the contour, which explains why for the most part the village does not extend beyond the main road.

As the topography becomes less severe, development starts to radiate out along the historic lanes, breaking the linear pattern to appear more nucleated. The ridge to the back of Shelford Lane serves as a natural buffer to further development extending south. Likewise, the plateau occupied by the facilities of Lea Green bound the village heading west.

The settlement pattern is therefore intrinsically linked to the underlying landform, which changes as you move east to west and manifests in different settlement forms.

This relationship and pattern serves as a strong indicator as to how Lea should accommodate new growth. Back-land development should be avoided for the linear portion of the development, as this would break the relationship the village has with its underlying topography and harm its character. Some development around key junctions or along existing lanes may be appropriate but this would need careful testing to ensure that it does not harm the settlement form of Lea.

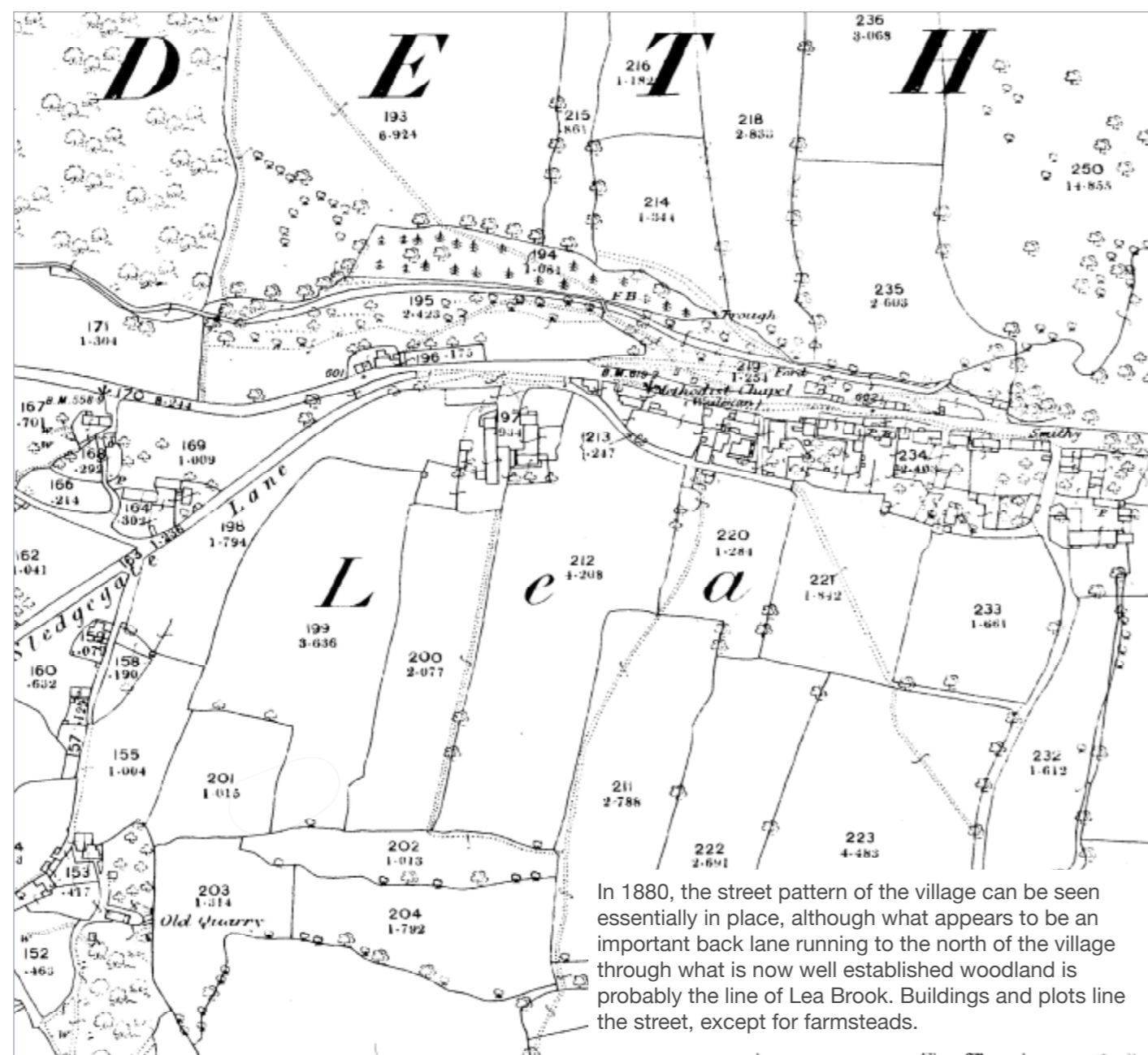
Right: A 'figure ground' of Lea, showing buildings and the built framework, plus the local topography.



## Change over time

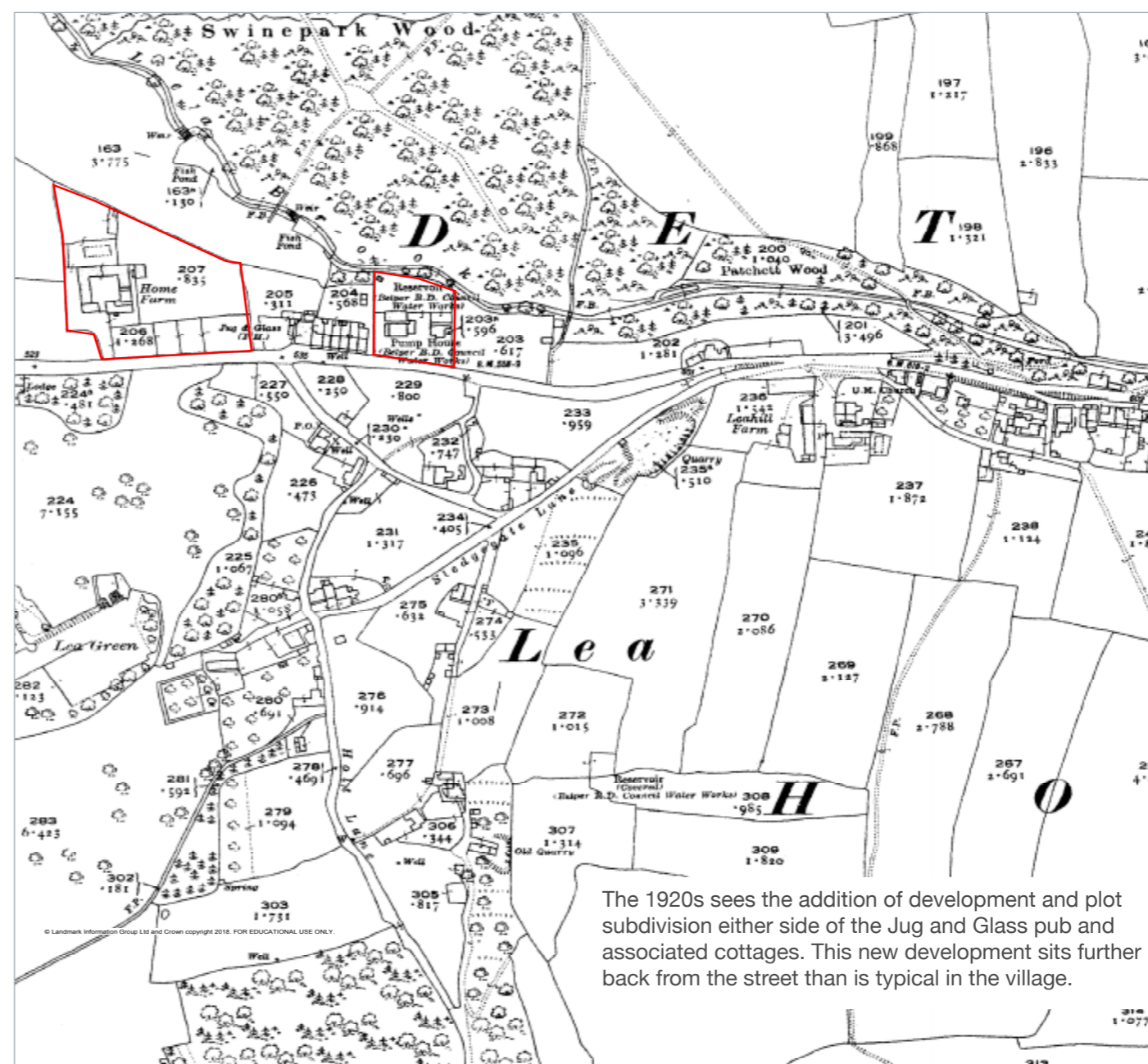
Lea is an historic settlement, with many fine older and listed buildings. An example of this is Lea Hall, parts of which date to the 14th century. Also present in Lea are more domestic scale workers cottages dating from the late 19th and early 20th century. Using mapping 'regression analysis' enables us to better understand the social and economic processes that helped shape Lea as it is today. What follows is a series of historic maps that reveal how Lea changed from the early days of Ordnance Survey until now.

### 1880 plan



In 1880, the street pattern of the village can be seen essentially in place, although what appears to be an important back lane running to the north of the village through what is now well established woodland is probably the line of Lea Brook. Buildings and plots line the street, except for farmsteads.

### 1920 plan



The 1920s sees the addition of development and plot subdivision either side of the Jug and Glass pub and associated cottages. This new development sits further back from the street than is typical in the village.



# Change over time

## 1960 plan



In 1960, nucleation around the lanes to the south west of the village is beginning. More terraces are being added to the main street. Most of the growth is infill, within the already defined limits of the village. The village remains largely linear and development has a clear relationship to the existing streets rather than to new access roads.

3

### Management:

- The way Lea has grown over time is tightly related to the landscape and landform, with development lines following the contours and slopes in the area. Breaking this relationship should be avoided.
- The limits of the settlement are well-defined and follow on from the landscape. Should new development be needed, then infilling within the existing settlement area is recommended.

### Sensitivity to change:



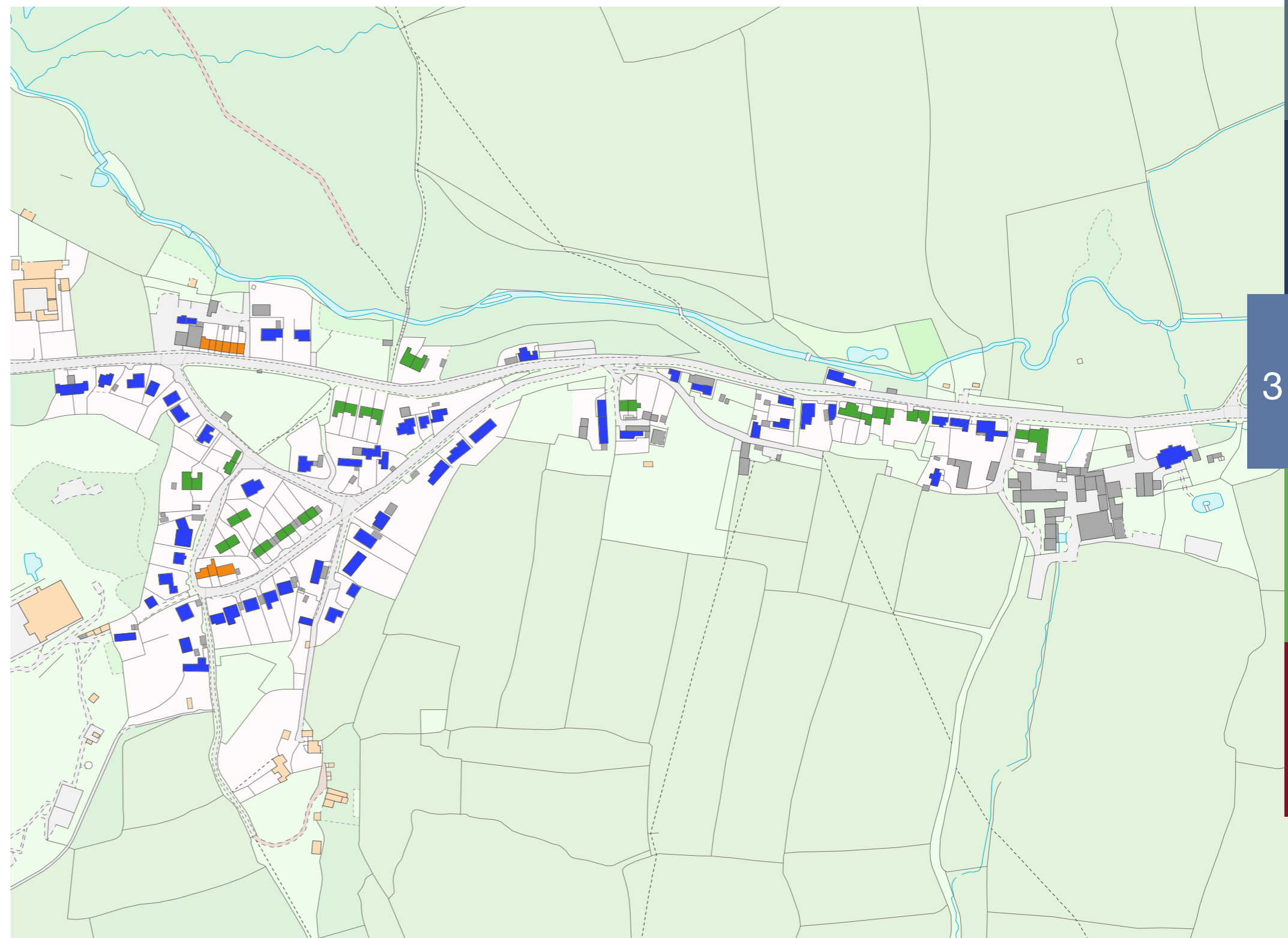
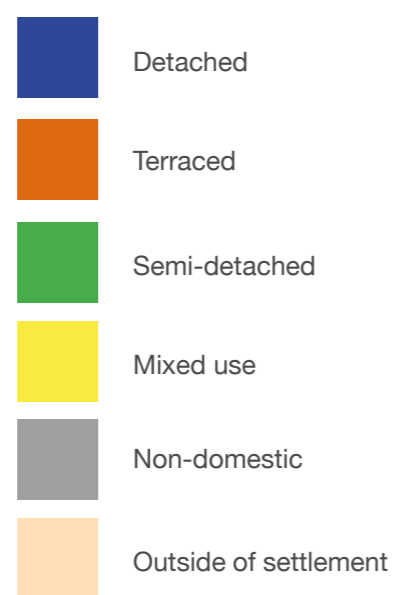
## Dwelling types

The housing stock within Lea is predominantly detached or semi-detached, although a modest number of terraced dwellings are also present.

Of particular note is how dwelling types are distributed, with similar dwelling types clustered into distinct groups rather than randomly throughout the village.

Beyond these clusters, most of the development in the village is loose and fragmented, with larger buildings evenly distributed throughout the village. The way Lea grew historically explains the distribution; large early buildings infilled with smaller workers cottages.

Fragmented development set within large plots is more common as you move away from the village core, helping to soften the impact on the landscape setting beyond.



## Streets and Spaces

There are essentially two types of street in Lea; the main road, plus back lanes. Both types of street are generally straight, with only minor deflections as you move along them.

The main street has a narrow footway to either one or both sides, depending on whereabouts you are along the street. When the footway is to just the one side, the edge across tends to be a soft green verge. The back lanes tend to be similarly proportioned, with slightly wider footways to edges. A key aspect to the streets in the village is that they join up, either to each other or to routes into the countryside, with very few true dead ends.

Within the village there are several important open spaces. The main village green is an attractive space with large mature trees, play facilities and enough space for sitting out etc. There is also an important open space between the Jug and Glass pub and the Coach House, which helps the village to visually link to the woodland to the north.

Finally, the green space surrounding the facilities at Lea Green appears from the street as a green gateway to the village from the west, helping to manage the transition from rural lane to village proper. All of these spaces are important components to the setting of Lea, and should be carefully managed.

### Management:

- The streets in Lea are simple, with a rural feel and good sight lines. Should new streets be added, they should be interconnected either with other streets or with footpaths to the countryside. Estate-style streets should not be used in Lea.
- Green spaces in the village sit close to the main street, and are visible from within the village rather than pushed to the edges. These spaces are critical to the character of the village and should be retained.

Sensitivity to change:



## Streets



Left: Lea Main Road heading west, with long views of the hills and dales beyond. Note that there are good sight lines along this street.

Right: Lea Main Road winding gently through the village heading east, with only slight deflections in alignment as the topography changes.



Left: A narrow footway edge to the street, with buildings clearly defining the street edge.

Right: Turning perpendicular to the ridge to access the lanes to the south of the village.





# Spaces



Left: Lea playground, viewed from the main street towards the lanes beyond.

(Space 1)

Right: The gardens of Lea Green, with mature trees among the lawns of the manor house.

(Space 2)



Left: Lea playground, with mature trees and play equipment enclosed by a gritstone wall.

(Space 1)

Right: The land adjacent to the Coach House, forming a green edge to the village at this point and allowing for views of the countryside beyond.

(Space 3)



# Plots

There are in essence three main types of plots within Lea:

1. Large, wide plots with detached dwellings, often set back from the main street.
2. Narrow plots with a short setback (mainly used for terraces).
3. Shallow, wide plots with a range of dwelling types (more commonly found to the east of the village.)

Supplementing these are farmstead-type developments arranged around courtyards etc. Almost all types have a front garden of some sort, with the balance of land to the rear, behind the main building.

Buildings have positive relationship with the street, facing the front with doors opening out onto the front of the plot. Parking is a mix of on-plot or on-street. On-plot parking is hidden by strong boundaries to the plots.

A mix of plot types, with large plots surrounded by tighter 'infill' plots is the distribution most characteristic of Lea.

**Management:**

- Regular plots, with front gardens and on-plot parking should be encouraged. Should it occur, new development should seek to reinforce the mix of plots, with large plots flanked by tighter infill types.
- Buildings should, where possible, present an active edge to the street, with front door placed on the edge of the building facing the front boundary. Windows overlooking the frontage should also be encouraged.

**Sensitivity to change:**

Right: Many buildings are wide-fronted, face the street directly and have a vertical delineation between street and plot, such as this low wall.



Right: This terrace shows narrower plots stepping up the hill, helping to express the landscape through the built form rather than levelling the site.



Right: Many of the buildings fill near 100% of the plot width and almost all have a front garden.



## Boundaries and landscape

Boundary treatments and landscaping can be extremely important features for defining a place's character, often being the glue that holds different development types within an area together. For Lea, the boundaries are extremely important to the village, with only a few kinds used extensively.

Almost all plots have a vertical delineation for the boundary. For the main streets near to the centre of the village, low walls are the most common treatment, with some hedges behind defining the main approaches to the village. Garden trees help to add more greenery to the street, which reinforces the role of front gardens in helping to give Lea its character.

As you move to the back lanes, many of them feature low walls, although some clipped hedging can also be found. Where a street has a consistent boundary treatment, this helps to give it character, which is an important lesson that could influence future development; a simple low boundary treatment helps to hide parked cars and bins, and adds enclosure to the street edge. The walls in the village tend to be matched to the building materials, which are large, flat-laid blocks in local gritstone, with soldier coursing to the top.

### Management:

- Vertically delineated boundaries of either low walls in gritstone or hedges help define the character of the village. Should new development occur, then this kind of design feature should be employed to help it fit the local character.
- Existing boundary treatments should be maintained, and the removal of walls and hedges to allow for more parking should, where possible, be resisted.

### Sensitivity to change:



Right: Low walls in local gritstone are commonplace, and help to define the street and plot.



Right: Low walls with greenery behind are also common, and garden greenery adds a great deal of landscape character to the street.



Right: Boundary materials matched to main building, here in gritstone laid flat.





## Buildings and materials

A key characteristic to the built environment of Lea is that it features a very narrow range of materials and building styles. It is the simplicity of the approach combined with the richness of the materials when viewed up close that work to generate a consistent character.

Where new buildings have been added, they generally use sympathetic materials and sit comfortably within the existing built context.

Less contextual buildings can be found along some of the lanes, but these are only visible from these spaces and do not overly impact on the look and feel of the village when moving through it.

**Management:**

- A simple palette of materials should be maintained for the village, flat laid blocks in local gritstone predominant finishes. Introducing new materials should be avoided, especially for the main streets.
- Simple roofs with clay or slate tiles are encouraged.
- Windows with a vertical emphasis are encouraged, and window bars should be included. Sash windows are commonplace and add character.

**Sensitivity to change:**

Right: Newer properties using a sympathetic building material and detailing, with flat laid blocks and sash windows.



Right: Gritstone blocks, with stone lintels for windows and doors are the most common materials in the village.



Right: On newer development, buff brick has been used, as have front-projecting gables for the roofs. These are not in character with the village.





# Holloway



## Existing built up area

Holloway is the largest of the villages in the Plan area, and sits to the south of Lea, on the hillside above Lea Bridge. It has several main streets running through it, although arguably the street that changes from Mill Lane to Yew Tree Hill and Leashaw is its main street.

Heading north is Church Street, and unlike in Lea, around the village are several side streets and back lanes. As you approach from the east, there are several large dwellings strung out along Leashaw, with the village proper starting as you leave the woodland areas that line the street.

From the west along Mill Lane, you enter the village past estate-type closes and culs-de-sac, which are mainly set back from the street behind green screening. You enter the village proper at the junction with Church Street, at which point development starts to make a positive relationship with the main street system.

Approaching from the north along Church street there are large pavilion type buildings that appear separate from the village, more like a dispersed settlement in the countryside. This changes as you pass the cemetery, where development begins to line the street in a more traditional village-like manner and you feel as if you are entering the village proper.

Right: Holloway  
built framework



## Settlement pattern

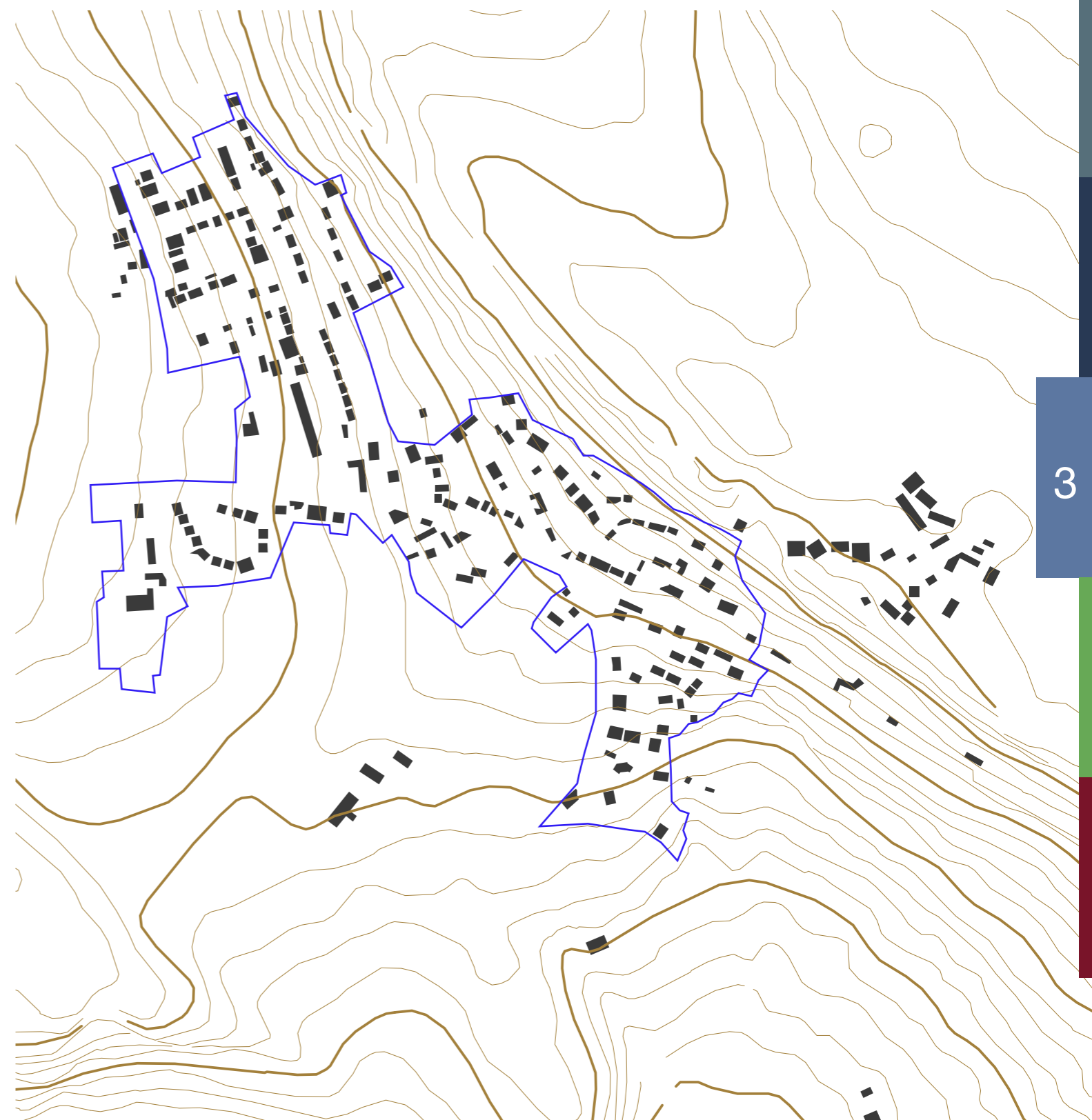
Holloway is a ridge-line settlement in the same manner as Lea, where the form of the settlement is dictated by the local topography. It is in essence linear, but has several routes so the appearance is less obviously linear than other settlements in the area.

Church Street sits atop a narrow ridge running north, with development away from the village nestled against the escarpment. As you enter the village, development lines the street, with lanes running perpendicular to the west, directly down the slope and leading to farmsteads and fields.

Dramatic topography defines the south eastern portion of the village. A steep bank means Upper Holloway looks and feels like a distinct settlement, and development off Leashaw is defined by the landform to the north.

Bracken Lane again runs perpendicular to the topography, plunging dramatically south out of the village. Short lanes are in abundance in Holloway, and these tend to be dead-ends that abut the landscape.

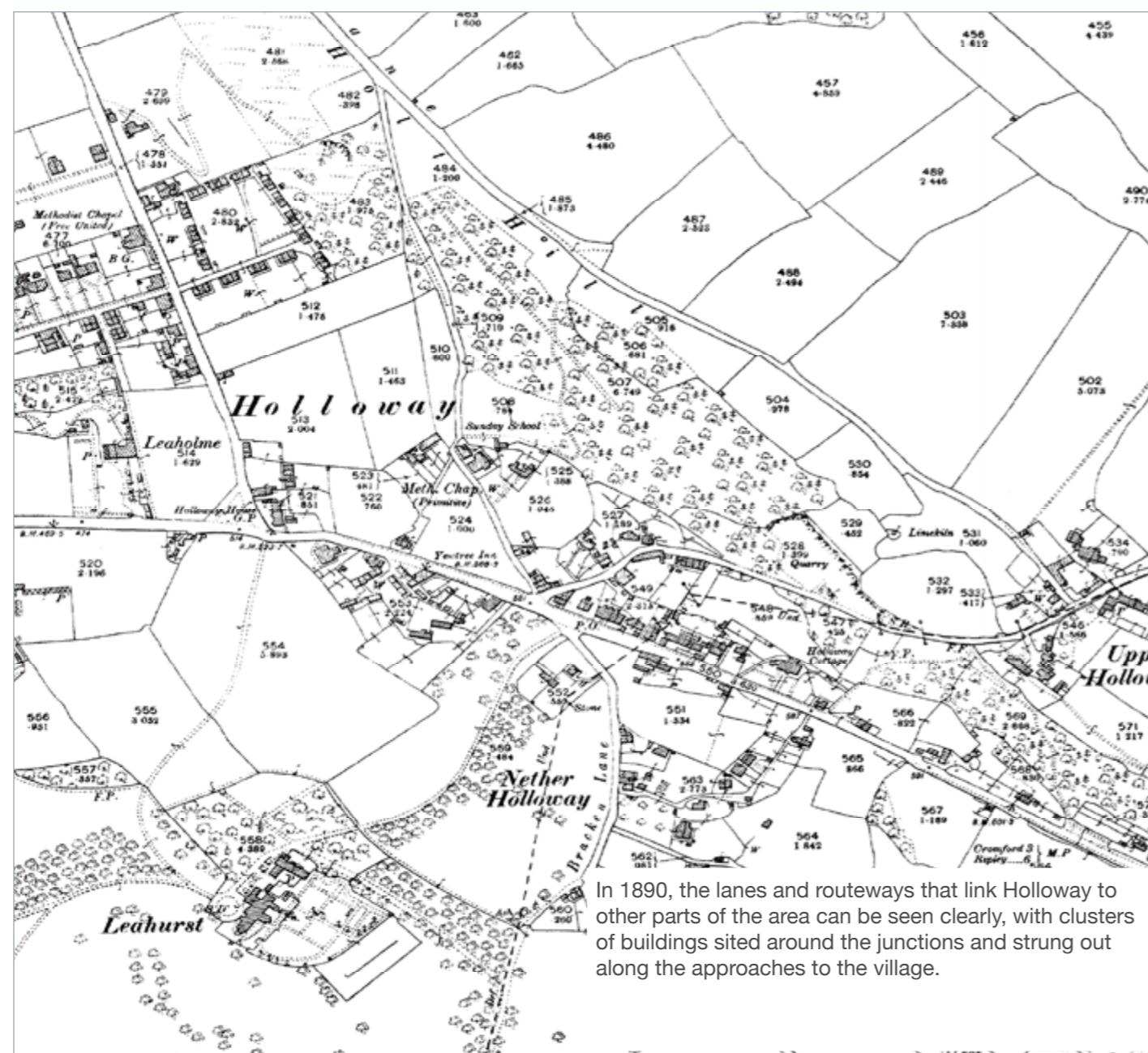
Right: A 'figure ground' of Holloway, showing buildings and the extent of the built up area.



# Change over time

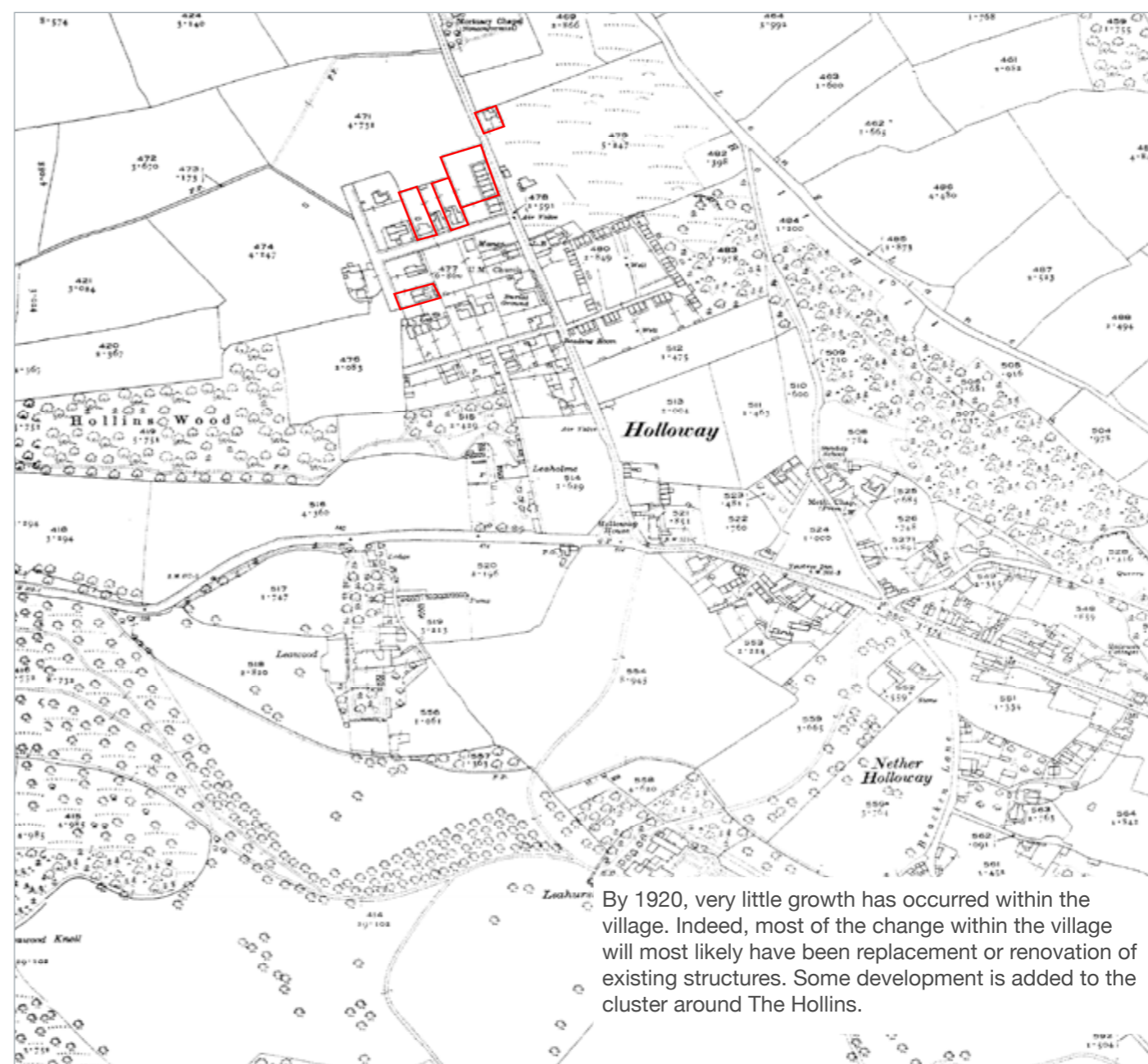
Holloway is home to a wide variety of buildings from across the eras, from workers cottages through to Lea Wood Hall, a Grade II\* listed manor house of considerable quality. Here we examine how the village has grown historically to establish whether there are lessons for managing future change.

## 1890 plan



In 1890, the lanes and routeways that link Holloway to other parts of the area can be seen clearly, with clusters of buildings sited around the junctions and strung out along the approaches to the village.

## 1920 plan

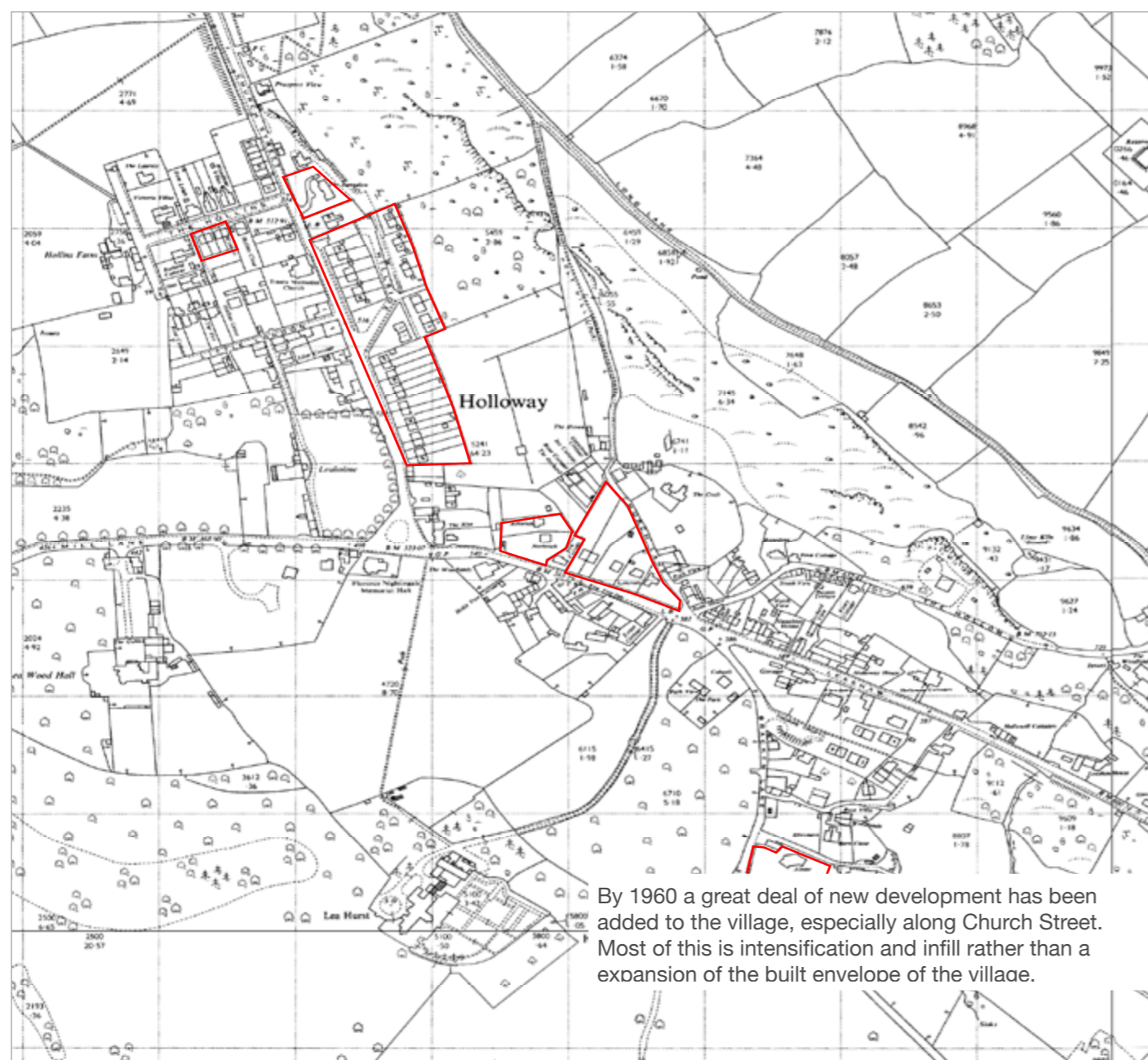


By 1920, very little growth has occurred within the village. Indeed, most of the change within the village will most likely have been replacement or renovation of existing structures. Some development is added to the cluster around The Hollins.

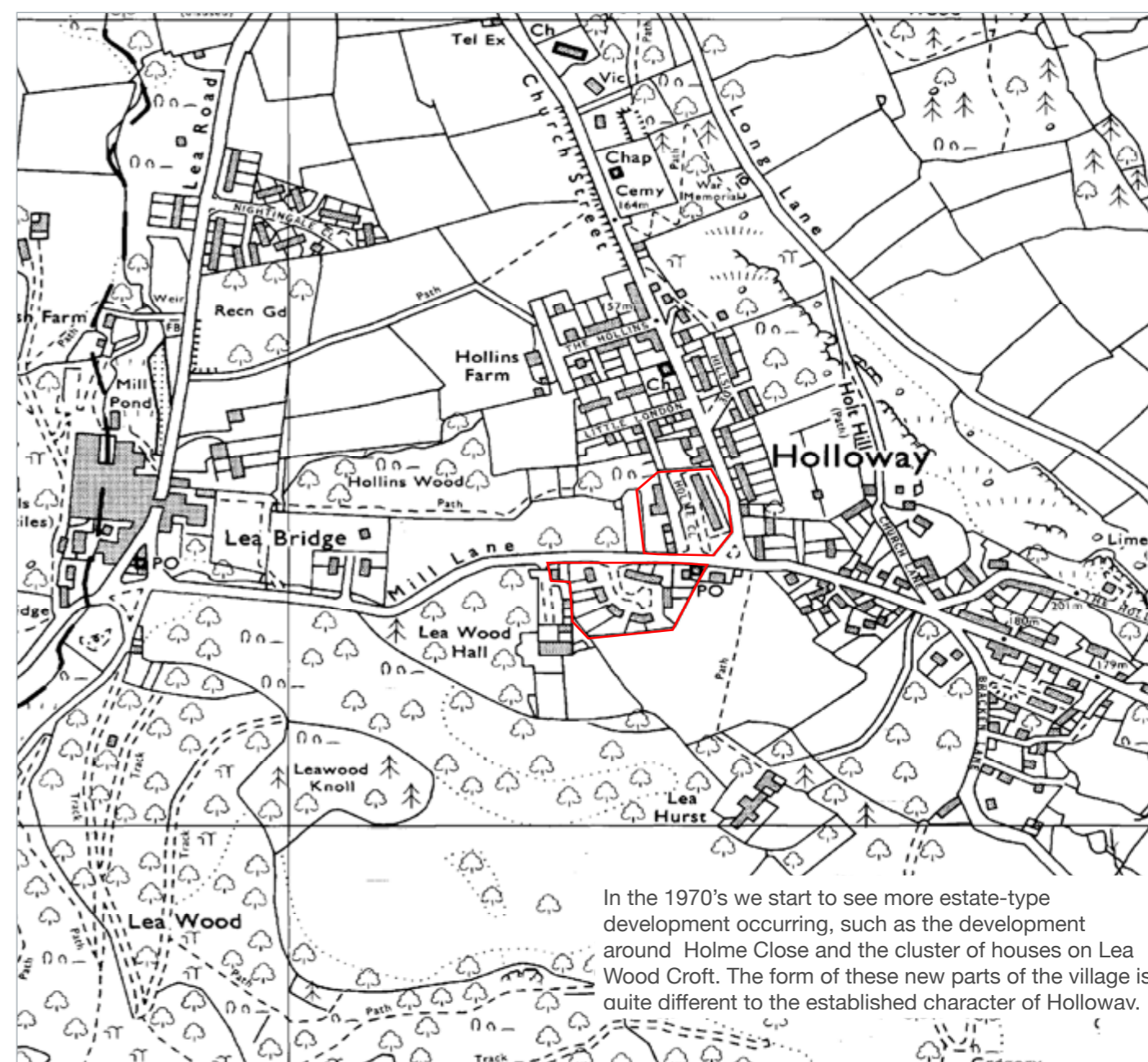


## Change over time

### 1960 plan



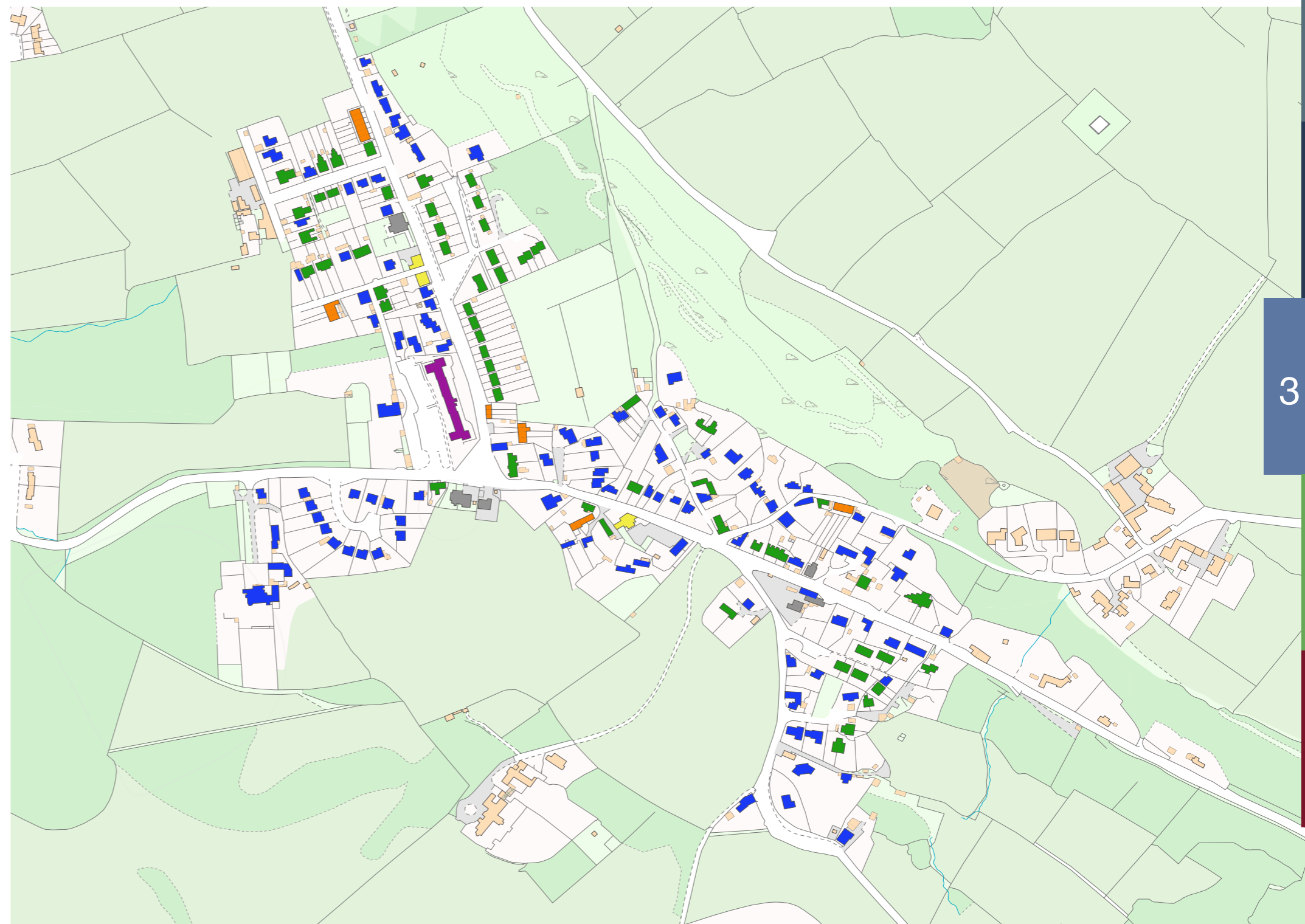
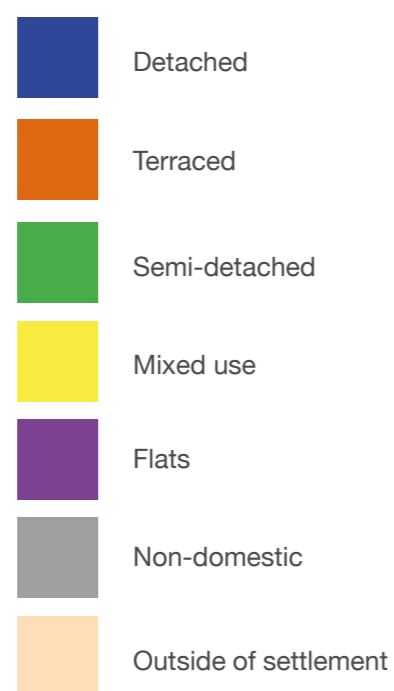
### 1970 plan



## Dwelling types

There is a good range of dwelling types within Holloway, although there is an interesting pattern reminiscent of that in Lea; few terraces but an equal mix of detached and semi-detached units, reflecting the extensive development that occurred in the 1930's. This is an uncommon mix that makes the villages in this area interesting and different from other places across the country.

This pattern is likely to be for the same social and economic reasons as Lea, with mainly grand dwellings being infilled with workers cottages as the area industrialised. This pattern is extremely distinctive and serves as a useful indicator for new growth, should it occur.



## Streets and Spaces

Holloway is home to abundant open spaces accessible to the public. These are part of the character of the village, intrinsically linked to how it relates to its setting and the wider countryside.

The streetscape too offers a high-quality experience, with historic lanes running steeply up local ridges and the main settlement hugging the edge of a steep hillside. What is significant about the open spaces in Holloway is that, for the most part, these form the edges of the settlement, helping to make the transition from open countryside to village core. This is important to how the village is formed, and care should be taken not to impinge on the open spaces that surround the village.

The streets are simple, often tight and highly enclosed by historic buildings. Because of the topography, from the street you often get a feeling of being perched high in the landscape, with good views out to the south and west.

Several estate-type streets have been added to Holloway over the years, with standardised geometry and materials. These detract from the character of the public spaces, so should not be replicated.

### Management:

- The spaces around Holloway help to define the edge of the village and form a green transition to the open countryside. This is a key characteristic of the village and needs to be respected and, where possible, enhanced to improve public access.
- Should new streets be added, then these should be in the form of lanes rather than 'engineered' in their design. They should also have a clear and simple relationship with the topography so that they align with the ridges or run directly perpendicular to them, and allow for far views where possible.

Sensitivity to change:



## Streets



Left: Little London, a typical lane within Holloway. Note how it runs straight down the slope, allowing for long views out to the Lea Valley.

Right: The steep drop along the edge of Leashaw, with the lane following the ridge and the buildings deeply terraced into the hillside. This allows for far-reaching views.



Left: Looking south along Church Street, with good sight-lines, and a well-defined street edge, both of which are characteristic of the older streets within the village.

Right: Looking along Holme Close, a relatively new addition to the village that is designed in a more 'estate' style, with engineered geometry and none of the charm of the older streets and lanes.



# Spaces



Left: Dick Riddings, a sloping field used by the villagers for sledging in the winter and which marks the edge of the built extent of the village.

(Space 1)



Right: The entrance to Lea Hurst parkland, a significant open space that marks the southern extent of the village.

(Space 2)



Left: Looking out across the gardens to the Methodist church, with excellent views of the landscape in the distance.

(Space 3)



Right: The war memorial and associated parkland, which climbs steeply from Church Street and the cemetery and which offers glimpsed views of the Lea Valley.

(Space 4)

## Plots

The plot structure in Holloway is relatively complex due to the pronounced topography. Terraced entrances and side-of-dwelling gardens are commonplace, as are terraced front gardens and parking.

Whilst the plot shape is often simple and rectilinear the balance of land is given over to garden space\* and the relationship between the building and street varies considerably depending on where you are in the village. Should new development occur within the village, then it is likely to be necessary to use bespoke plot and building types as standard approaches will not work with the landscape.

Parking is either on-street or on-plot, sometimes with parking to the rear in individual courtyards. Because of the steep topography, very long terraces are uncommon, and plots tend to be slightly wider than those usually found for development of this era.

\* When looking at the entire plot, more land is given over to garden and outside space than is occupied by the building.

### Management:

- New plots should be highly responsive to topography. Rather than re-profiling and levelling sites, designers should work with existing levels where ever possible, even if it means bespoke plot and building types.
- Plots tend to be roughly rectilinear, but how the spaces are arranged relative to the street can vary depending on location. Terraced front and rear gardens or side-of-plot gardens should be explored if needed.

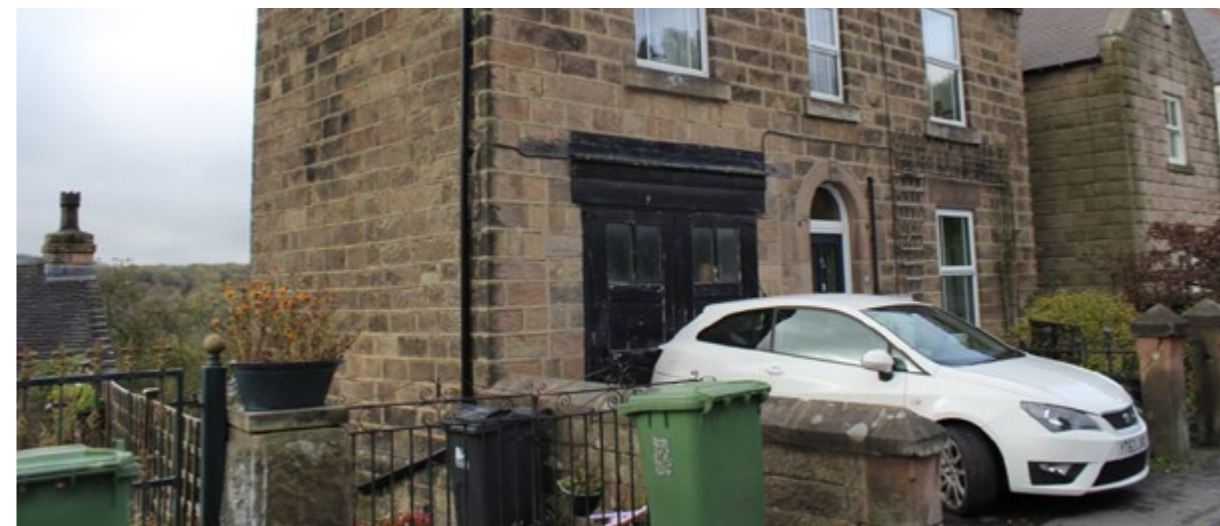
Sensitivity to change:



Right: Terraced front gardens are commonplace, allowing the topography of the area to remain in view.



Right: Side gardens or gardens steeply dropping away allow for long views out between the buildings.



Right: Terraces are generally short due to the steep slopes, and plots tend to work with the topography rather than re-profiling the land on which they sit.



## Boundaries and landscape

A key characteristic of Holloway is that most boundaries are similar throughout the village. This gives the overall place a distinctive character, even if the buildings themselves differ across the area.

Boundaries are generally either course stone, often drystone, or hedges. Stone walls with soldier coursing with hedges behind are particularly attractive. Some walls use dressed sandstone, others local gritstone. Hedges tend to be a mix of clipped mono-culture or native planting. Ornamental planting is less common.

The landscape within the village is critical to its character. Beyond the private hedges, there are mature trees visible from within the street. Because of the topography, development to the west of the village is backdropped by woodland planting. Looking out over the valley, far woodlands create a green backdrop too. Supplementing this are smaller garden trees that help to add greenery to the village.

### Management:

- Vertically delineated boundaries of either low walls in stone or hedges help define the character of the village. Should new development occur, then this kind of design feature should be employed to help it fit the local character.
- The green backdrop of the village should be maintained, and views to it should not be blocked. Space should be made for garden planting, preferably native species.

### Sensitivity to change:



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



Right: Long views over low boundaries to help the wider landscape form part of the character of the village.



Right: Garden planting, with small trees and shrubs helps the village to sit comfortably in the wider landscape, which often forms the backdrop to views.



## Buildings and materials

As with Lea, there is a relatively simple range of styles and materials in Holloway. These give the village a cohesive character, and are reflective both of the underlying geology of the area and the way Holloway grew as industry took hold locally.

The gritstone and sandstone used for boundaries, walls and detailing is attractive, and helps the built environment sit comfortably in the landscape through its muted tones. The fine detailing of course-laid blocks, pronounced quoins in large blocks, and simple roofing materials all help to add quality as you view the buildings up close.

Where newer materials, such as buff brick or render, have been added to the village, these are generally detrimental to the overall character. New development, should it occur, should avoid introducing new materials to the area, although innovative use of local materials should be explored.

### Management:

- A simple palette of materials should be maintained for the village, with sand and gritstone the predominant finishes. Block detailing should be utilised to add visual interest and richness. Simple stretcher bond should be avoided, as should wire-cut bricks or buff brick.
- Roof tiles in clays and slates are appropriate in this area.
- Windows with a vertical emphasis are encouraged, with most side-hung casement types, or sash.

### Sensitivity to change:



Right: The main material used for buildings is stone, usually sand or grit, flat laid in large blocks.



Right: The earthy tones of the materials help buildings sit comfortably within the landscape setting.



Right: Large block quoins, here in sandstone, add richness to the buildings when viewed up close on some buildings, although not overly common in the area.







# Countryside settlements



## Countryside settlements

Beyond the two large villages of Lea and Holloway, the area is mainly expansive and enveloping countryside with dispersed pockets of development.

The largest of these is **Lea Mills**, where workers cottages surround the large Smedleys Mill buildings. This is a fantastically well preserved area and as such is part of the Derwent Valley, a UNESCO World Heritage site.

**Dethick** is a farmstead settlement to the north of the area, again with an exceptionally built and natural environment which includes an attractive church.

**Lea Wood** sits within the lower valley, along from the mill area and is an historic settlement of mill and factory buildings.

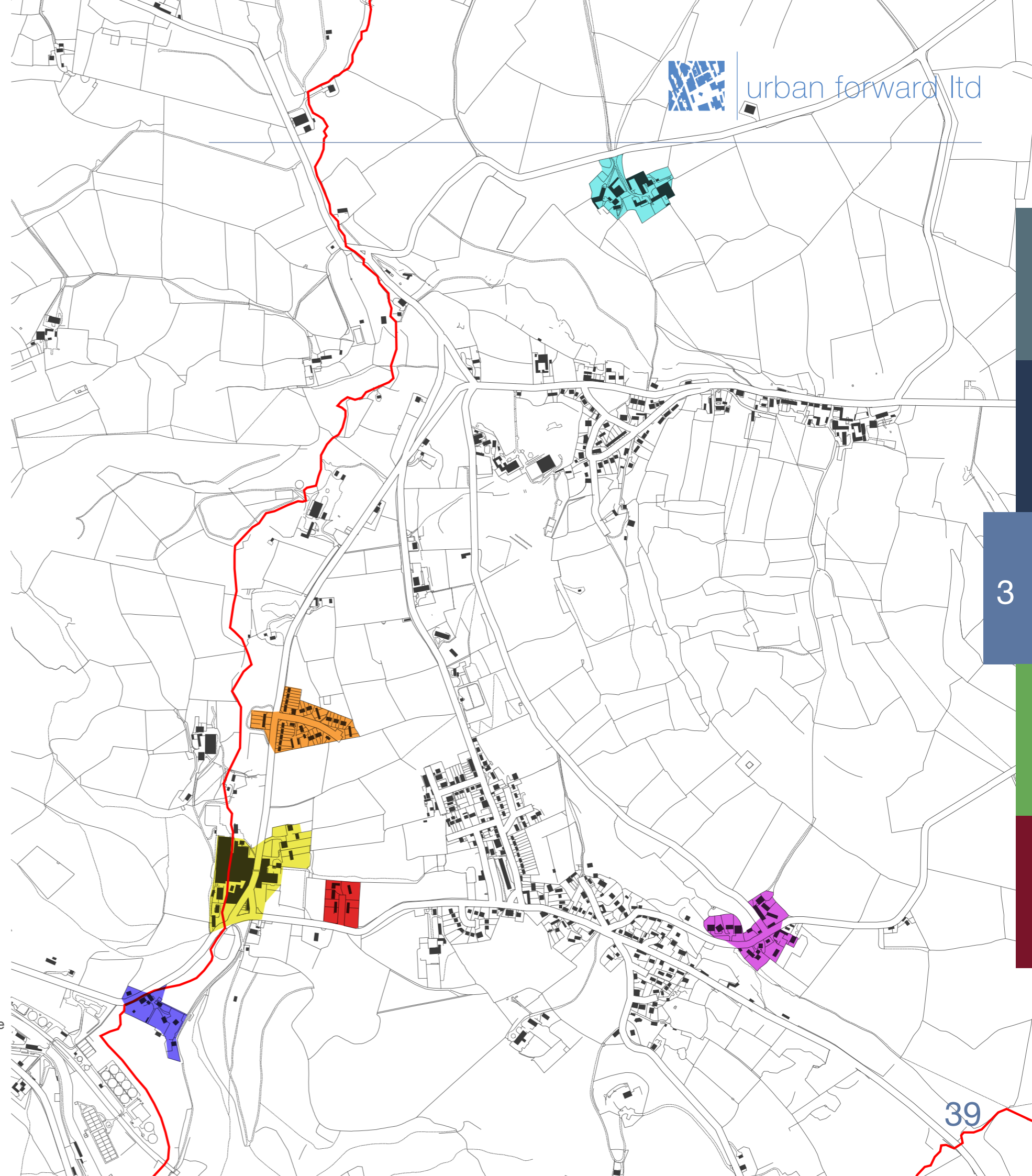
**Upper Holloway** sits close to the north east of Holloway, and on plan appears to be part of the larger village. However, the two places are separated by a steep escarpment joined by a narrow, rural lane.

**Nightingale Close** is quite different from the rest of the settlement in this area. It is a relative newcomer, likely dating from the 1950s.

Joining these are numerous other discreet dwellings, hamlets and farmsteads,

Key:

-  Dethick
-  Nightingale Close
-  Upper Holloway
-  Lea Mills
-  Hollins Wood Close
-  Lea Wood



## Streets and Spaces

Most of the settlements dispersed through the area sit on or close to the main routes and lanes that run through the valley, although some sit on quiet rural lanes. Nightgale Close has a more 'estate' like street system.

Upper Holloway is joined to Holloway by 'The Hollow', a steep rural lane of considerable quality. Dethick sits to the edge of Dethick Lane and Mill Lane, both of which are rural, quiet and set in expansive countryside.

For Lea Mills, the main street is hard and urban, flanked by large buildings. It opens up again as you head towards the south and Lea Wood, where once again you become aware of your position on the valley floor, with steep wooded hills enveloping you in the space.

It is critical that the historic character of the streets and lanes in the area is maintained. Signage, line painting and kerbing should be avoided, as should other standard highways interventions. Green edges to the street such as verges or hedges should be allowed for. Modern highways standards should not be used in the design of new streets.

### Management:

- Simple, rural lanes with green edges are the most characterful streets in the area. The look and feel of these should be maintained, with minimal signage and clutter.
- Should new streets be added, then these should not be overly engineered in their design, instead they should be more rural in their detailing.

Sensitivity to change:



Dethick



Nightingale Close



Upper Holloway



Lea Mills and Lea Wood

## Streets and Spaces



Left: Dethick, sitting off the main street in a series of courtyards, accessed by a rural lane.

Right: The courtyard arrangement of buildings in Dethick add to the character of the lanes.



Left: The Hollow, in Upper Holloway, as it crests the ridge.

Right: The Hollow, that links Upper Holloway to Holloway, is steep, narrow and lined with trees in places.





# Streets



Left: Lea Mills has a different feel to many of the places scattered through the area, with tight streets, tall industrial buildings and a harder, more urban look.

Right: Workers cottages close to the street create a feeling of enclosure in Lea Mills.



Left: Long views along Lea Road, with Lea Wood off to the side.

Right: The landscape helps enclose the street as you move past Lea Wood.



# Streets



Left: Nightingale Close, a less characterful street but still with good visual links to the countryside.

Right: Soft edges to the street help to soften the appearance of Nightingale Close, although the verges are mown rather than more rural.



Left: Bakers Lane, narrow and green, and with buildings forming a courtyard beyond.

Right: Hollins Wood Close, another late addition to the area, with a more estate like design of regular footpaths and low ornamental planting.



## Spaces



Left: Streams and verges form the edges to some streets, like this in Lea Mills. These are important green spaces that add character.

Right: The sports pitch at Lea Bridge, overgrown at the moment but still potentially an important local amenity.



Left: The fields between the end of Nightingale Close and Lea Bridge and Lea Mills.

Right: The routes through and around the farmstead in Dethick, out to the church and the stunning views beyond.



# Plots

Typifying the plots found outside of the main villages in the area is a strong sense of responsiveness; the shape, orientation and relationship to the street of the plots varies depending on location. Solar gain is also a factor, as is the need to access parts of the plot associated with outbuildings for agriculture or industry.

Whilst newer development uses a more regularised approach, large groups of regular domestic plots are not common in the more historic parts of the village. Instead, small groups of regular plots sit within larger, less regular mills, farmsteads and courtyards.

Farmsteads in the area are particularly characterful, with buildings arranged to address a central service space rather than to address the street.

For areas with steep topography, such as Upper Holloway, more complex plots are used. As in the main village, terracing can be found, as can stepped and terraced garden space.

Passive solar gain is more of a consideration in these scattered settlements, with many of the buildings arranged within their plots to offer a long edge to the sunniest aspect.

### Management:

- The complex and highly responsive plots of the area are important to its character. Care should be taken to maintain the delicate approach to how plots are formed and distributed, especially when considering infill development.
- New development in dispersed settlements should be avoided. Should it occur, then it should take a form that works with and integrates into the landscape, including orienting buildings specific to the site and ensuring appropriate arrangements.

Sensitivity to change:

Right: Lea Wood, with large plots, outbuildings and a positive relationship with the main street.



Right: Dethick, with buildings arranged around a farmstead courtyard.



Right: Upper Holloway, where plots are responsive to the topography of the area.





# Plots



Left: Gardens to the side of the plot, with buildings arranged to catch the sun at Lea Mills.

Right: Courtyard garden spaces with outbuildings such as this in Lea Wood are commonplace.



Left: Upper Holloway, with lanes running among buildings arranged to work with the slope.

Right: The more 'estate' like plots of Hollins Wood Close are not supportive of the overall character of the area.



## Boundaries and landscape

Boundary treatments and landscaping can be extremely important features for defining a place's character, often being the glue that holds different development types within an area together.

For countryside settlements, either low stone or green boundaries typify the edge of plots. The hedgerow field boundaries often link to those of dwellings, helping to form a 'green grid' that serves as ecological corridors.

Boundaries tend to be native species. Because of the areas used for livestock farming, it is common to see species such as hawthorne, hazel and holly. Some of the fields were carved from the ancient woodland. These 'assart' boundaries often feature vestigial mature trees, an important reference to the history of the landscape and its use.

### Management:

- Vertically delineated boundaries of either low walls in local stone or hedges help define the character of the area. Should new development occur, then this kind of design feature should be employed to help it fit the local character.
- Existing boundary treatments with hedgerows should be maintained, and the removal of walls and hedges to allow for more parking should, where possible, be resisted. Breaking existing green corridors should also be avoided.

### Sensitivity to change:



Right: Dethick, where boundaries are generally course grit and sandstone, giving a rural feel.



Right: Lea Mills, with dressed and formed blocks, making the boundaries here more industrial and formal.



Right: Much of the landscape within the countryside is woodland planting enclosing the streets and lanes.



## Boundaries and landscape



Left: Flat-laid stone block walls are typical of the area, as in here at Dethick.

Right: Lea Wood, with green verges, large trees visible to the street edge, and long views of woodland beyond.



Left: Nightingale Close has boundaries of clipped monoculture, which help to green the street.

Right: The Hollow, Upper Holloway, showing the importance of low walls and trees in generating a sense of enclosure.



## Buildings and materials

As with the large villages, the materials within the more dispersed settlements tend to be drawn from a simple, locally sourced palette of flat-laid stone blocks.

For farmsteads such as Dethick, these are course, often verging on rubblestone, but still with a horizontal emphasis. As you move to places more associated with the industrial heritage of the area, the blocks tend to be more regular, often dressed and evenly laid.

Slate and tile roofs are common, as are stone lintels and headers. Large block quoins in matching materials sometimes feature and help add interest to buildings when viewed up close.

Newer development sees the introduction of more modern brick buildings. Although in a sympathetic colour, the use of modern brick for housing harms the character of the area and should be avoided.

### Management:

- A simple palette of materials should be maintained for the area, with course or dressed stone the predominant finishes. Block detailing should be utilised to add visual interest and richness. Render should be avoided, as should red or buff brick.
- Slate or Staffordshire tile roofs with gable-ended designs are encouraged.
- Windows with a vertical emphasis are encouraged, and window bars should be included.

### Sensitivity to change:



Right: Rural buildings associated with agricultural such as the farmstead at Dethick use less formal rows of stone blocks.



Right: In Upper Holloway, more regular stone is used.



Right: Buildings associated with the industrial heritage of the area, such as those at Lea Wood, use dressed stone blocks, again more regularly laid.



## Buildings and materials



Left: Simple, rugged construction, rich in detail features in Dethick.

Right: More modern construction in Upper Holloway, but using locally inspired materials faithfully implemented.



Left: Large industrial buildings typify the valley floor settlements such as Lea Wood.

Right: Windows generally have a vertical emphasis, such as here in Lea Wood.



## Buildings and materials



Left: Semi-detached dwellings are uncommon in the very old parts of the area, but feature in the newer parts around Nightingale Close.

Right: Windows with a horizontal rather than vertical emphasis can be found on modern housing.



Left: Front-projecting gables, brick boundaries and soldier coursing for window details all mark out this more modern housing in Nightingale Close.

Right: White uPVC and barge boarding / soffits combined with a buff brick are all out of character with the older parts of the area.





# Section 4: Key views

## Vistas and views

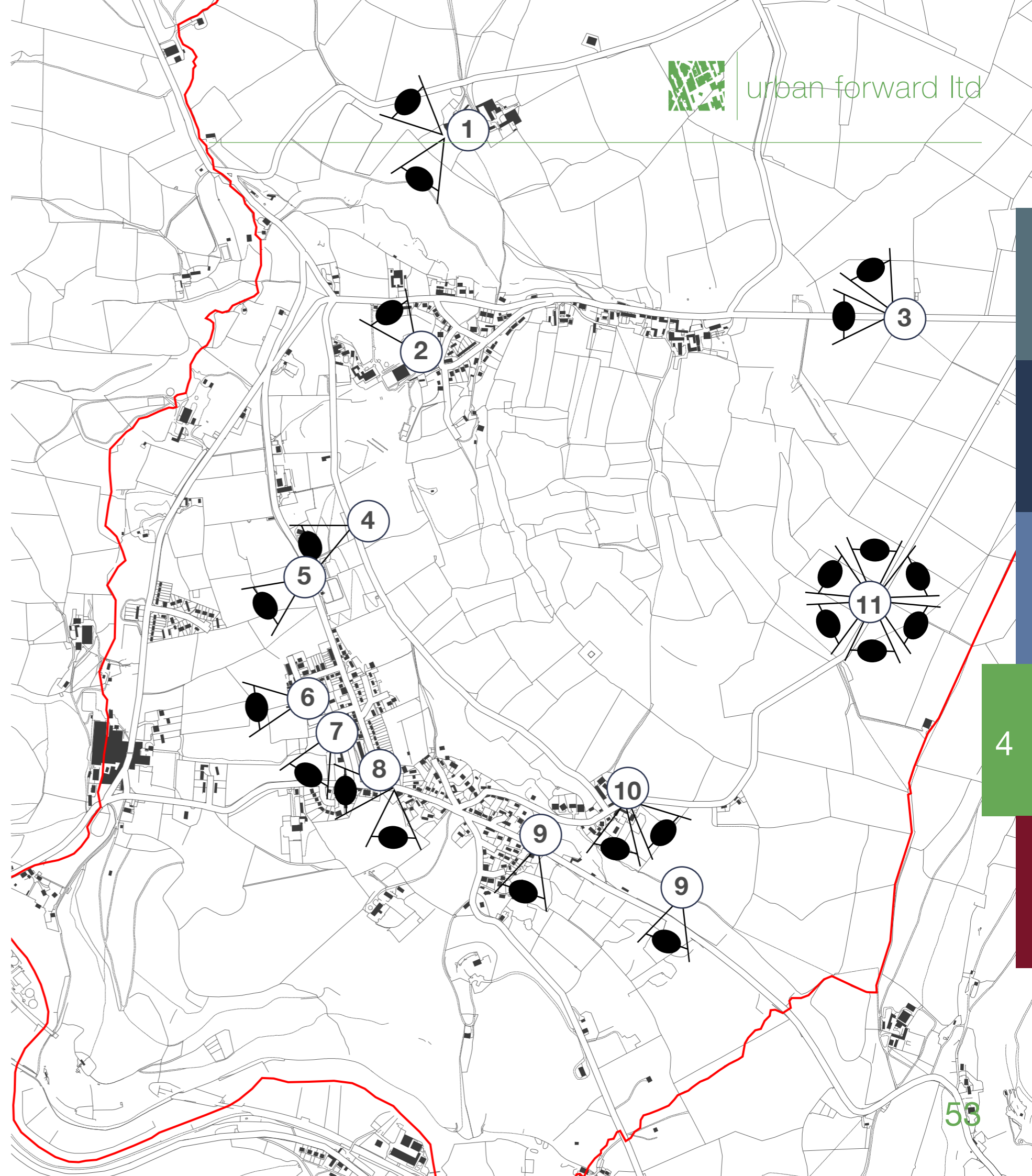
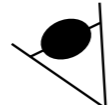
A community consultation exercise has been undertaken to identify key vistas and views within the area. Starting with those vistas and views identified in the Conservation Area Appraisal, community members have identified a number of additional views which help establish the character and identity of the area. It should be noted that attractive views occur throughout the parish both looking into and out from the villages that are too numerous for all of them to be shown. Those recorded by the consultation exercise include the following:

Point:	View from:	To:
1	Dethick Church	Lea Green / Ribber Valley
2	Lea Green	Riber
*3	Lea Moor Road	Dethick / Ribber
4	War Memorial	Lea Valley
5	Church Street	Lea Brook
6	Holloway	Bow Wood
7	Holloway	Lea Wood
8	Yew Tree Hill	Nightingale Park
9	Leashaw	Derwent Valley
10	Upper Holloway	Derwent Valley
11	High Lane	Panoramic

These views need to be carefully managed, and where possible protected and enhanced. This includes avoiding, closing down views, adding non-native tree planting, and adding development into the area.

\* Not included in this photo study

View splays denoting key viewpotins







# Key views photos



1. Dethick Church to Lea Green / Riber Valley



4. War memorial to Lea Valley



2. Lea Green to Riber



5. Church Street to Lea Brook



# Key views photos



6. Holloway to Bow Wood



8. Yew Tree Hill to Nightingale Park



7. Holloway to Lea Wood



9. Yew Tree Hill looking along Mill Lane



## Key views photos



9. Leashaw to Derwent Valley



10. Upper Holloway to the Derwent Valley



11. Below, views from High Lane looking north, south and west.



# Section 5: Appendices





## Appendix I: The importance of good design

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

Good design is about more than just aesthetics; well-designed places let people have better lives by making places safe, easy to move through, economically and socially vibrant, and robust against climate change. Although this document focuses primarily on landscape in terms of how it informs local distinctiveness, all elements of good design best practice should be considered together.

Design has a role to play in all aspects of how a place functions; it influences the movement economy (the economic activities that rely on footfall and passing trade), the level of walking and cycling, the way in which people can meet and socialise, where people can take recreation and leisure activities and the levels of crime within any given area.

How a neighbourhood is connected to its surroundings is an extremely important factor when determining the likelihood of residents from that area walking and cycling. Research has shown that poorly connected neighbourhoods have far lower walking and cycling trips than those that integrate well with local shops and other facilities, which in turn leads to more traffic, poorer air quality and higher health problems for people living there.

Designs that incorporate natural and existing site features into their layout help retain character and identity as well as helping to maintain ecology and biodiversity. If managed well and 'designed in', flood prevention measures can be of real amenity value to local people and a habitat for wildlife.

Buildings that do not properly manage public and private space offer poorer quality living environments for residents, and cannot provide the levels of overlooking needed to make public spaces safe to use. Public spaces which are not overlooked are often sites of antisocial behaviour and are not usable for play and leisure.

However, well designed open space increases people's levels of exercise and gives people spaces to meet and socialise. Embedding character into new development helps an area as a whole be more recognisable, and helps to maintain links to a place's history.

Getting things wrong is extremely costly, as many design mistakes last a very long time, having impacts that extend for decades and which can be expensive to rectify. That is why it is critical to embed good design from the outset and to make sure that all new development follows urban design best practice.

“  
*Good quality design is an integral part of sustainable development. The National Planning Policy Framework recognises that design quality matters and that planning should drive up standards across all forms of development. As a core planning principle, plan-makers and decision takers should always seek to secure high quality design.*”

Source: PPG: Design (2015)



## Working with the site

Working with what you have on site enables new developments to make the most of their setting, embedding existing landscape and other natural features into the design in a way that helps maintain links to the history of the area whilst retaining the character of the site.

New development in the Plan area should seek to work with the landscape, retaining important trees and other ecological features and using the topography to influence the alignment of streets.

Existing trees and vegetation should, where practical, be retained in such a way as to add visual amenity and ecological value to the development. Existing trees and hedges can give new development a mature look and feel, and this adds value. However, difficult to maintain or manage greenery should be avoided, as this has the potential to cause problems in the future.

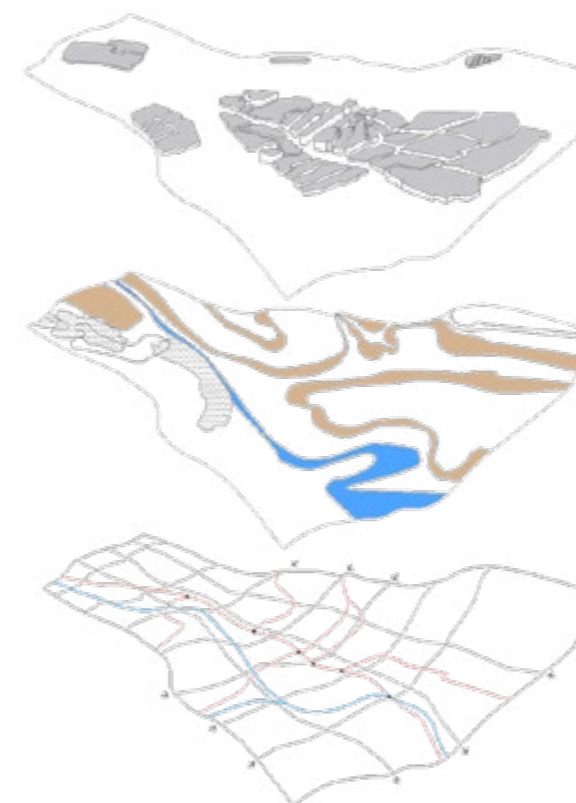
Surface water should be managed in a way that enhances the public realm and provides habitat for wildlife. Sustainable Urban Drainage (SuDS) have the potential to add extra character and amenity to developments but must be considered at the outset along with the design of streets and other spaces rather than retrofitted as an add-on.

*“A system of open and green spaces that respect natural features and are easily accessible can be a valuable local resource and helps create successful places. A high quality landscape, including trees and semi-natural habitats where appropriate, makes an important contribution to the quality of an area.”*

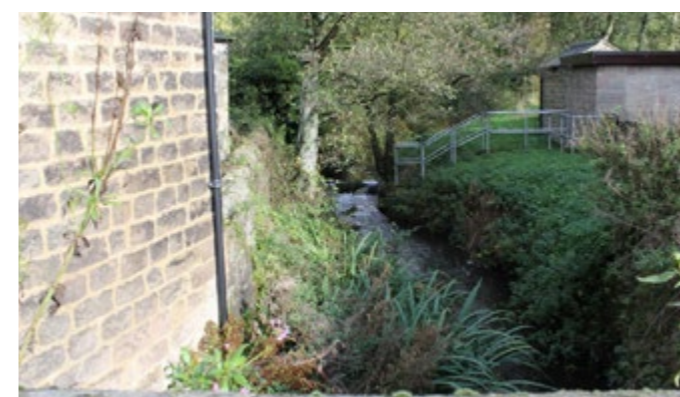
Source: PPG: Design (2015)

Right: Landform and watercourses influencing route structure and developable land.

(Source: Sue McGlynn)



Images: Existing, topography, trees and water being used to generate place character and identity.





## Connecting to the neighbourhood

Movement is the lifeblood of settlements; places with well-integrated movement systems have been shown to be economically and socially vibrant, safe and energy efficient. New development in the Plan area should not shy away from making strong links with the local neighbourhood, nor should it seek to create insular and overly private enclaves within existing neighbourhoods (see **Glossary** for more information, especially 'Radburn' and 'nested hierarchy').

Instead, new development should make as many links with the surrounding street mesh as possible, but only where those links can be well overlooked, direct and legible. Routes that are poorly overlooked, that run adjacent to private gardens or between back fences, or that are unnecessarily indirect should be avoided.

Streets should be designed in a way that offers more than just a movement corridor for cars; they should be pedestrian and cycle friendly, have space for parking, and should slow traffic through their design rather than through retrofitted calming measures.

Internally, where possible new streets should form a grid, with as many streets offering through movement as possible. Where this is not practical, dead ends should be short and should not be connected by blind alleys. Streets should vary in character, with their role in either local or wider movement evident from their design.

All streets should be simple and uncluttered, with decent lines of sight, low speeds and space for trees. Over-engineered junction radii should be avoided, and all streets should be designed using Manual for Streets principles (see **Appendix 2**).

*“Development proposals should promote accessibility and safe local routes by making places that connect appropriately with each other and are easy to move through. Attractive and well-connected permeable street networks encourage more people to walk and cycle to local destinations.”*

Source: PPG: Design (2015)

Right: A grid of streets enables high permeability and easy movement, whereas a 'nested hierarchy', where streets are arranged more like branches of a tree, offers very little route choice.

Bottom left: Rural lanes with a strong green edge.

Bottom right: Routes aligning with the topography.





“Development should seek to promote character in townscape and landscape by responding to and reinforcing locally distinctive patterns of development, local man-made and natural heritage and culture, while not preventing or discouraging appropriate innovation.”

Source: PPG: Design (2015)

# Making a place

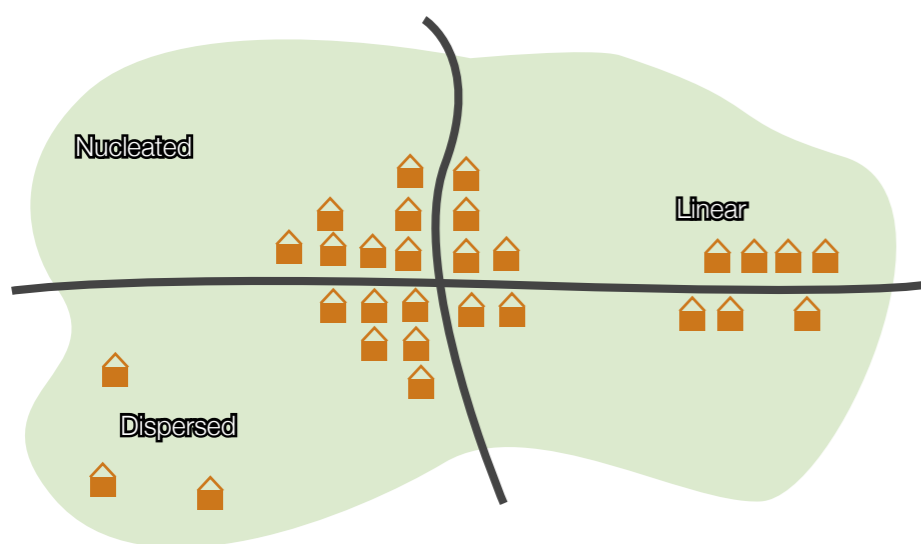
All new development in the Plan area should seek to promote local character and identity, because through doing so it is possible to protect and enhance what is already there for existing residents, and provide community and social cohesion for those new to the area.

A criticism often levelled at new development is that it ‘lacks character’, with many new developments looking generic despite the wide range of building types and materials used. Often this is due to overly standardised approaches to streets and spaces, where very little room is given for the types of innovation that allow one place to be different from another. Also, too wide a range of materials and styles can confuse the identity of new development, with the lack of a coherent approach weakening the overall visual quality and diluting the overall character.

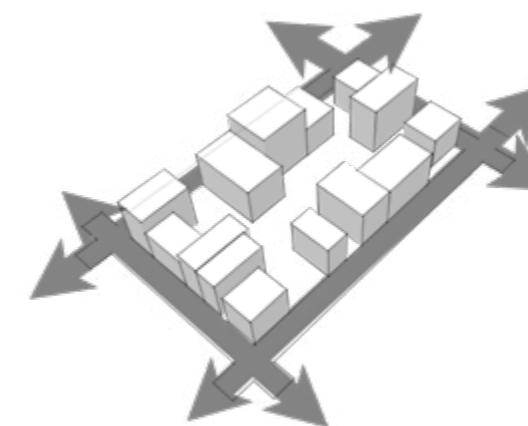
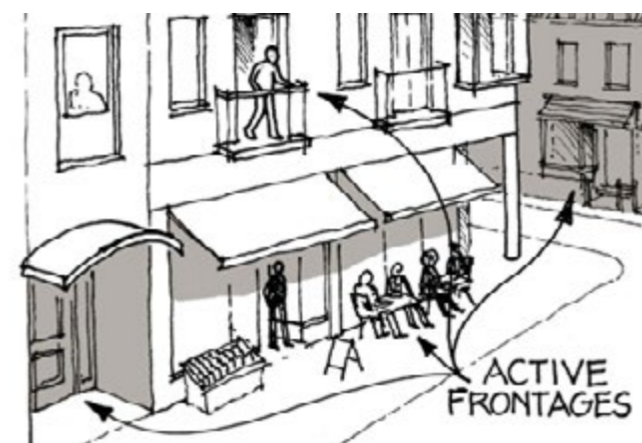
To maintain local distinctiveness, new development should be reflective of local aspects such as:

- the local landform and the way development sits upon it
- the local pattern of streets, blocks and the dimension of plots
- development style and vernacular
- built forms, massing, details and materials (including street furniture and boundaries)

Developers should demonstrate how they have embedded local character in their Design and Access Statement.



Left: Settlement typologies in terms of how buildings sit in relation to main lines of movement, a key consideration for the character of the settlements in the area.

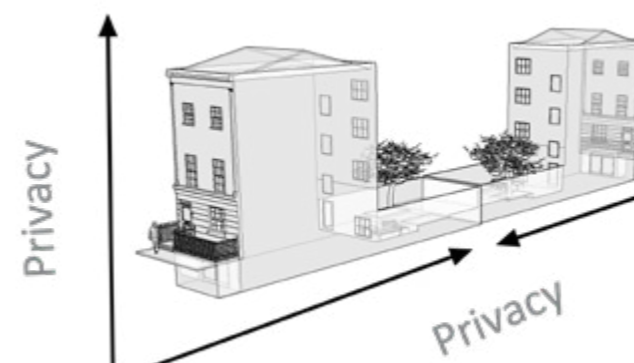


Clockwise top left:

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

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

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







“The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.”

Source: National Planning Policy Framework (2012)

# Good design checklist

Below is a simple checklist to help designers when thinking about how to bring a site forward. It may also be helpful for other stakeholders looking at a development proposal, prompting examination of the design elements that are often left until too late in the design process or overlooked all together. A more comprehensive checklist can be found in Building for Life 12 (see **Appendix 2**).



Are there existing site features of note? Can these be integrated into the development to add character and preserve site identity?



How can new routes into and out of the development help link with existing areas and make finding your way around easy? How should they cross the site?



Where should vehicles come into and out of the development? Are there any traffic issues to manage?



Where should pedestrians access the site? Are there any existing rights of way to consider?



Are streets designed to be pedestrian friendly so as to encourage walking? Are vehicle speeds low and are there places to meet and socialise?



What are the needs of cyclists in the area and how have you accommodated these? Is there enough parking for bikes?



Are buildings and spaces designed to be safe? Do buildings face the street and are their gardens secure? Are public spaces well overlooked and do they have a clear use?



How are bins and recycling to be dealt with? Where are bins stored? Can people put bins away after waste has been collected?



Bare open spaces should be avoided. Tree planting helps soften buildings.



Brick walls are not in keeping with the area. Instead local stone should be used for hard boundaries.



Render is too bright to blend into the landscape, unlike the local stone.



Verges should be rural in look and feel, not overly mown or just grass.



## Appendix II: Manual for Streets

Manual for Streets (MfS) replaces Design Bulletin 32, first published in 1977, and its companion guide Places, Streets and Movement.

It puts well-designed residential streets at the heart of sustainable communities. For too long the focus has been on the movement function of residential streets. The result has often been places that are dominated by motor vehicles to the extent that they fail to make a positive contribution to the quality of life.

MfS demonstrates the benefits that flow from good design and assigns a higher priority to pedestrians and cyclists, setting out an approach to residential streets that recognises their role in creating places that work for all members of the community. MfS refocuses on the place function of residential streets, giving clear guidance on how to achieve well-designed streets and spaces that serve the community in a range of ways.

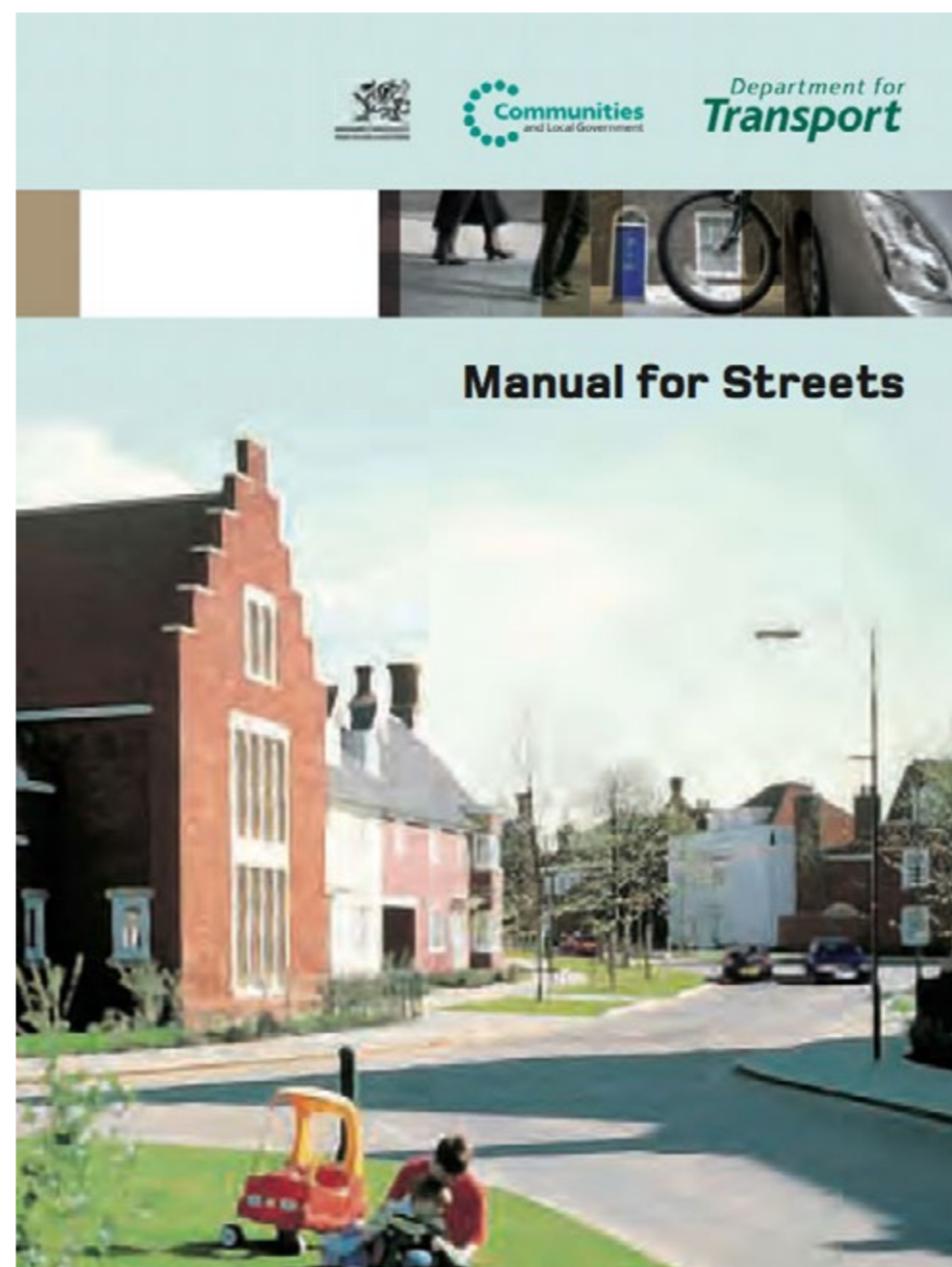
MfS updates the link between planning policy and residential street design. It challenges some established working practices and standards that are failing to produce good-quality outcomes, and asks professionals to think differently about their role in creating successful neighbourhoods.

It places particular emphasis on the importance of collaborative working and coordinated decision-making, as well as on the value of strong leadership and a clear vision of design quality at the local level.

Research carried out in the preparation of Manual for Streets indicated that many of the criteria routinely applied in street design are based on questionable or outdated practice.

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

MfS addresses these points, recommending revised key geometric design criteria to allow streets to be designed as places in their own right while still ensuring that road safety is maintained.



Manual for Streets, TFL



## Appendix III: Building for Life 12

Building for Life 12 is the industry standard, endorsed by government for well-designed homes and neighbourhoods that local communities, local authorities and developers are encouraged to use to help stimulate conversations about creating good places to live.

The 12 questions reflect our vision of what new housing developments should be: attractive, functional and sustainable places. Redesigned in 2012, BfL12 is based on the National Planning Policy Framework and the government's commitment to not only build more homes, but better homes - whilst also encouraging local communities to participate in the place making process.

The questions are designed to help structure discussions between local communities, local planning authorities, developers and other stakeholders.

BfL12 is also designed to help local planning authorities assess the quality of proposed and completed developments; it can be used for site-specific briefs and can also help to structure design codes and local design policies.

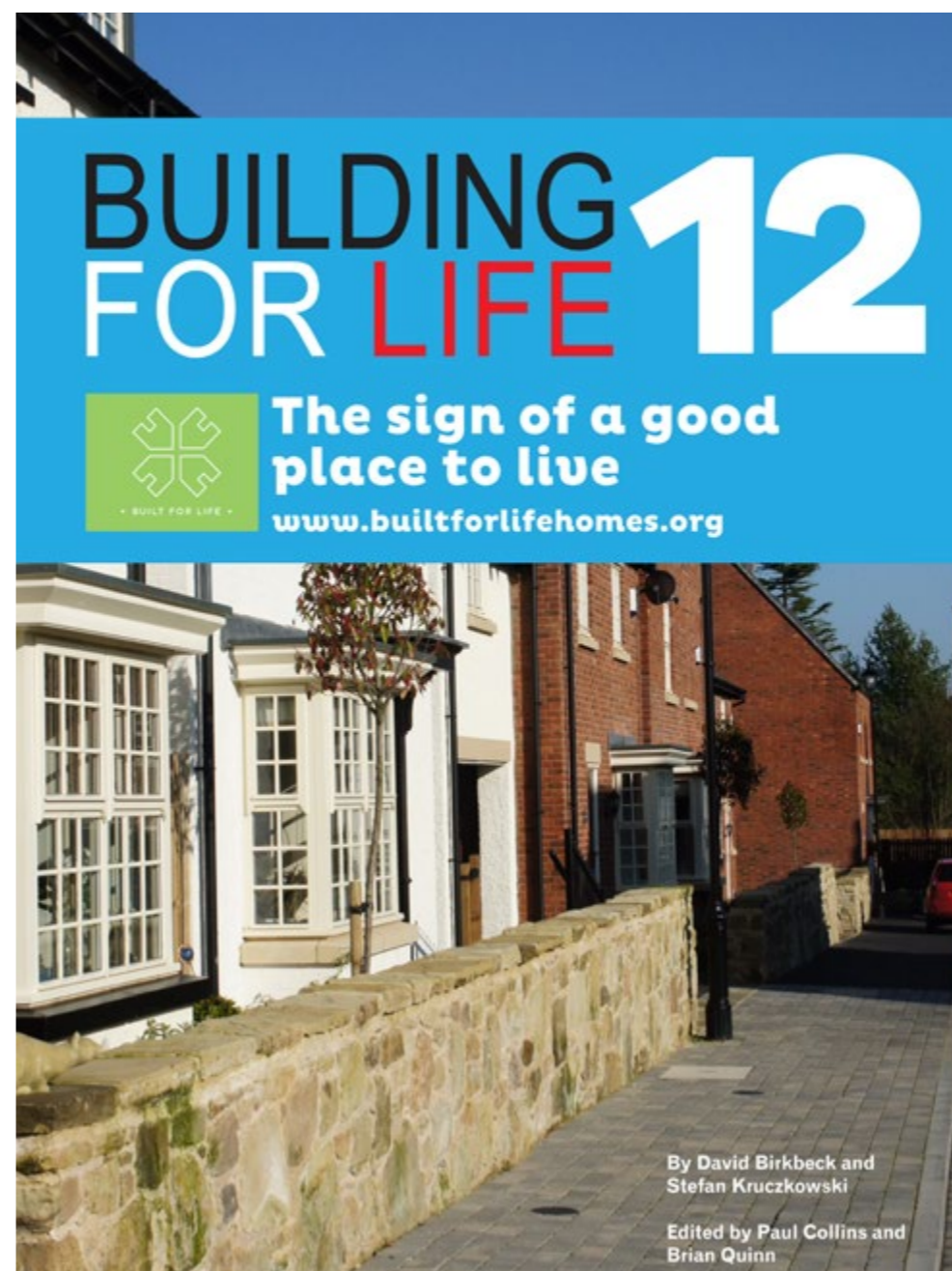
BfL12 comprises of 12 easy to understand questions that are designed to be used as a way of structuring discussions about a proposed development. There are four questions in each of the three chapters:

- Integrating into the neighbourhood
- Creating a place
- Street and home

Based on a simple 'traffic light' system (red, amber and green) we recommend that proposed new developments aim to:

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

The more 'greens' that are achieved, the better a development will be. A red light gives warning that a particular aspect of a proposed development needs to be reconsidered.



Building for Life 12, the BfL Partnership



## Appendix IV: Glossary of terms

*Shortened extracts from By Design (ODPM/CABE, 2000) and The Dictionary of Urbanism (Streetwise Press, 2003)*

**accessibility** The ease with which a building, place or facility can be reached by people and/or goods and services. Accessibility can be shown on a plan or described in terms of pedestrian and vehicle movements, walking distance from public transport, travel time or population distribution.

**adaptability** The capacity of a building or space to respond to changing social, technological, economic and market conditions.

**amenity** Something that contributes to an area's environmental, social, economic or cultural needs. The term's meaning is a matter for the exercise of planners' discretion, rather than being defined in law.

**appearance** Combination of the aspects of a place or building that determine the visual impression it makes.

**area appraisal** An assessment of an area's land uses, built and natural environment, and social and physical characteristics.

**assart** a field that has been formed through the clearing of woodland. Often identifiable by mature woodland trees remaining in the field boundaries.

**authenticity** The quality of a place where things are what they seem: where buildings that look old are old, and where the social and cultural values that the place seems to reflect did actually shape it.

**background building** A building that is not a distinctive landmark.

**backland development** The development of sites at the back of existing development, such as back gardens.

**barrier** An obstacle to movement.

**best value** The process through which local authorities work for continuous improvement in the services they provide. Local authorities are required to challenge why a particular service is needed; compare performance across a range of indicators; consult on the setting of new performance targets; and show that services have been procured through a competitive process. Councils are subject to independent best value audits by the Best Value Inspectorate, an offshoot of the Audit Commission.

**block** The area bounded by a set of streets and undivided by any other significant streets.

**block** The space in between the streets, usually used for development but can also be used for parkland and open space. The shape can be regular (square) or rectilinear (longer and shorter sides).

**brief** This guide refers to site-specific briefs as development briefs. Site-specific briefs are also called a variety of other names, including design briefs, planning briefs and development frameworks.

**building element** A feature (such as a door, window or cornice) that contributes to the overall design of a building.

**building line** The line formed by the frontages of buildings along a street. The building line can be shown on a plan or section.

**building shoulder height** The top of a building's main facade.

**built environment** The entire ensemble of buildings, neighbourhoods and cities with their infrastructure.

**built form** Buildings and structures.

**bulk** The combined effect of the arrangement, volume and shape of a building or group of buildings. Also called massing.

**character appraisal** Techniques (particularly as developed by English Heritage) for assessing the qualities of conservation areas.

**character area** An area with a distinct character, identified as such so that it can be protected or enhanced by planning policy. The degree of protection is less strong than in a conservation area.

**character assessment** An area appraisal emphasising historical and cultural associations.

**conservation area character appraisal** A published document defining the special architectural or historic interest that warranted the area being designated. conservation area One designated by a local authority under the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990 as possessing special architectural or historical interest. The council will seek to preserve or enhance the character and appearance of such areas.



**context (or site and area) appraisal** A detailed analysis of the features of a site or area (including land uses, built and natural environment, and social and physical characteristics) which serves as the basis for an urban design framework, development brief, design guide, or other policy or guidance.

**context** The setting of a site or area.

**countryside design summary** A descriptive analysis explaining the essential design relationship between the landscape, settlement patterns and buildings. From this analysis the document draws principles that can be applied to development in the area and sets out the implications of the choices open to designers. As supplementary planning guidance prepared by a local authority, the summary can encourage a more regionally and locally based approach to design and planning. It can also provide the context for individual communities to prepare village design statements.

**defensible space** Public and semi-public space that is 'defensible' in the sense that it is surveyed, demarcated or maintained by somebody. Derived from Oscar Newman's 1973 study of the same name, and an important concept in securing public safety in urban areas, defensible space is also dependent upon the existence of escape routes and the level of anonymity which can be anticipated by the users of space.

**density** The mass or floorspace of a building or buildings in relation to an area of land. Density can be expressed in terms of plot ratio (for commercial development); homes or habitable rooms per hectare (for residential development); site coverage plus the number of floors or a maximum building height; space standards; or a combination of these.

**design code** A document (usually with detailed drawings or diagrams) setting out with some precision the design and planning principles that will apply to development in a particular place.

**design guidance** A generic term for documents providing guidance on how development can be carried out in accordance with the planning and design policies of a local authority or other organisation.

**design guide** Design guidance on a specific topic such as shop fronts or house extensions, or relating to all kinds of development in a specific area.

**design policy** Relates to the form and appearance of development, rather than the land use.

**design principle** An expression of one of the basic design ideas at the heart of an urban design framework, design guide, development brief or design code. Each such planning tool should have its own set of design principles.

**design statement** A developer can make a pre-application design statement to explain the design principles on which a development proposal in progress is based. It enables the local authority to give an initial response to the main issues raised by the proposal. An applicant for planning permission can submit a planning application design statement with the application, setting out the design principles adopted in relation to the site and its wider context. Government advice (Planning Policy Guidance Note 1) encourages an applicant for planning permission to submit such a written statement to the local authority.

**design-led development (or regeneration)** Development whose form is largely shaped by strong design ideas.

**desire line** An imaginary line linking facilities or places which people would find it convenient to travel between easily.

**development appraisal** A structured assessment of the characteristics of a site and an explanation of how they have been taken into account in drawing up development principles.

**development brief** A document providing guidance on how a specific site of significant size or sensitivity should be developed in line with the relevant planning and design policies. It will usually contain some indicative, but flexible, vision of future development form. A development brief usually covers a site most of which is likely to be developed in the near future. The terms 'planning brief' and 'design brief' are also sometimes used. These came into use at a time when government policy was that planning and design should be kept separate in design guidance. The term 'development brief' avoids that unworkable distinction.

**development control** The process through which a local authority determines whether (and with what conditions) a proposal for development should be granted planning permission.

**development plan** Prepared by a local authority to describe the intended use of land in an area and provide a basis for considering planning applications. Every area is covered either by a unitary development plan or by a development plan comprising more than one document (a structure plan and a local plan, and sometimes also other plans relating to minerals and waste). The development plan sets out the policies and proposals against which planning applications will be assessed. Its context is set by national and regional planning policy guidance.

**development** Statutorily defined under the Town and Country Planning Act 1990 as 'the carrying out of building, engineering, mining or other operation in, on, over or under land, or the making of any material change in the use of any building or other land'. Most forms of development require planning permission.



**eyes on the street** People whose presence in adjacent buildings or on the street make it feel safer.

**facade** The principal face of a building.

**fenestration** The arrangement of windows on a facade.

**figure/ground** (or figure and ground diagram) A plan showing the relationship between built form and publicly accessible space (including streets and the interiors of public buildings such as churches) by presenting the former in black and the latter as a white background, or the other way round.

**fine grain** The quality of an area's layout of building blocks and plots having small and frequent subdivisions.

**form** The layout (structure and urban grain), density, scale (height and massing), appearance (materials and details) and landscape of development.

**grid** (street pattern) A street system in which streets connect at both ends with other streets to form a grid-like pattern. Grids can be regular or deformed; regular grids have junctions that meet at crossroads, whereas deformed grids have their junctions offset from one another.

**in-curtilage parking** Parking within a building's site boundary, rather than on a public street or space.

**landmark** A building or structure that stands out from the background buildings.

**landscape** The appearance of land, including its shape, form, colours and elements, the way these (including those of streets) components combine in a way that is distinctive to particular localities, the way they are perceived, and an area's cultural and historical associations.

**layout** The way buildings, routes and open spaces are placed in relation to each other.

**legibility** The degree to which a place can be easily understood by its users and the clarity of the image it presents to the wider world.

**live edge** Provided by a building or other feature whose use is directly accessible from the street or space which it faces; the opposite effect to a blank wall.

**local distinctiveness** The positive features of a place and its communities which contribute to its special character and sense of place.

**massing** The combined effect of the arrangement, volume and shape of a building or group of buildings. This is also called bulk.

**mixed uses** A mix of complementary uses within a building, on a site or within a particular area. 'Horizontal' mixed uses are side by side, usually in different buildings. 'Vertical' mixed uses are on different floors of the same building.

**movement** People and vehicles going to and passing through buildings, places and spaces.

**natural surveillance** (or supervision) The discouragement to wrong-doing by the presence of passers-by or the ability of people to see out of windows. Also known as passive surveillance (or supervision).

**nested hierarchy** (layout) A type of layout common from around 1950 that, instead of traditional interconnecting grids of streets, uses a tiered order of streets, each with only one function (commonly distributor road, access road, cul-de-sac).

**node** A place where activity and routes are concentrated.

**performance criterion/criteria** A means of assessing the extent to which a development achieves a particular.

**'Radburn'** (layout) a type of layout developed in America for a scheme in New Jersey which used a segregated footpath network to separate cars from pedestrians. Commonly used in the UK in the 1960's, these types of layouts are identifiable by their garage parking to the rear of properties, often maze-like network of footpaths running along back fences and between buildings, and areas of 'left over' space with no obvious use.

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