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MALTBY

Neighbourhood Plan
DESIGN CODE

2022

Quality information

Document name	Ref	Prepared for	Prepared by	Date	Reviewed by
Maltby Design Code	60571087 DR- 10249	Maltby Parish Council	Ilja Anosovs, AECOM	June 2020	Wei Deng, AECOM Becky Mather, AECOM

Revision history

Revision	Revision date	Details	Authorised	Name	Position
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FINAL	15/10/20	Updated to the Locality comments	Locality	John Wilkinson	Locality NP officer
FINAL	25/08/22	Updated to the Rotherham MBC comments	MNPSG	Andrew Towleron	Planning Consultant on behalf of MNPSG

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INTRODUCTION

01

1.1 Background

Locality is a national membership network for community organisations which empowers local people to lead and influence decision-making in their area.

Local communities can use neighbourhood planning as a means of changing their neighbourhoods for the better. Through Locality's support programme, the Maltby Neighbourhood Plan Steering Group (MNPSG) have appointed AECOM to undertake a number of studies which will underpin their emerging Neighbourhood Plan. AECOM has been commissioned to provide a Design Code document, which will provide urban design guidance to help to deliver good quality places within Maltby.

1.2 Purpose and Approach

The purpose of this report is to provide design principles and codes for Maltby, which can be applied to future potential development sites.

The boundary for the Maltby study area in this Design Code report is defined by the current built-up settlement area and the Colliery site.

The process that was undertaken in order to produce this Design Code report is as follows:

- AECOM representatives attended an inception meeting with the MNPSG and site walkover in Maltby to define the brief and direction for this Design Code report.
- AECOM studied and reviewed the existing town character areas and simplified these into a series of focus areas.
- AECOM produced a draft Design Code report based on the finding from the previous stages.
- The draft report was reviewed by the MNPSG.
- After capturing the feedback from the review, AECOM issued the final Design Code report.

1.3 Document Structure

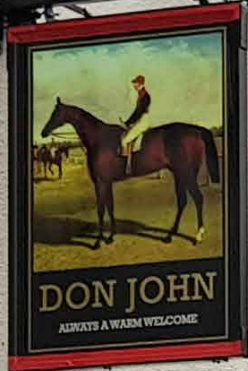
This Design Code report is structured into 7 sections:

1. Introduction
2. Understanding the Character of Maltby
3. Defining the Focus Areas
4. Engagement
5. Design Codes for the Town
6. Applying Design Codes to Potential Sites
7. Next Step



KEY
[Red dashed line] Maltby Study Area

Fig 1.1.1 Maltby study area map



LIVE ENTERTAINMENT
WEEKLY
LIVE SPORTS DAILY

GARDEN
PREMIUM LAGERS

LIVE SPORTS
WEEKLY
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LIVE SPORT

£2.10

£2.10

NEW YEAR'S EVE
DRINK UP ON ARRIVAL
£10.00 PER PERSON



UNDERSTANDING THE CHARACTER OF MALTBY

02

2.1 Planning Policy

Maltby lies within the Metropolitan Borough of Rotherham, South Yorkshire. Any future development within the area should comply with national and local planning policy. This section provides such planning policy context as follows:

National Planning Policy

National Planning Policy Framework (2021)

The National Planning Policy Framework (NPPF) outlines the Government's overarching economic, environmental and social planning policies for England to achieve sustainable development. The policies within this framework apply to the preparation of local and neighbourhood plans and act as a framework against which decisions are made on planning applications.

The NPPF states that a key objective of the planning system is to contribute to the achievement of sustainable development, which will be achieved through three overarching objectives. One of these is an environmental objective, which seeks to contribute to protect and enhance the natural, built and historic environment. The parts of particular relevance to this Design Codes report are:

Part 12 (Achieving well-designed places)

states that design policies should be developed with local communities so that they reflect local aspirations and are grounded in an understanding and evaluation of the areas defining characteristics. It tells how Neighbourhood Plans can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development. It encourages developments which are visually attractive, sympathetic to local character and history including the surrounding built environment and landscape setting.

Part 13 (Protecting Green Belt land) outlines the importance the Government attaches to Green Belts and the role of these designations in preventing urban sprawl and keeping land permanently open.

Part 15 (Conserving and enhancing the natural environment) encourages awareness of the natural and local environment by protecting and enhancing valued landscapes, recognising the intrinsic character and beauty of the countryside, and recognising the wider benefits from natural capital and ecosystem services. This national guidance will be adhered to and supported within this Design Code document.

National Design Guide (2019)

The National Design Guide sets out the characteristics of well-designed places and demonstrates what good design means in principle and in practice. It supports the ambitions of the NPPF to utilise the planning and development process in the creation of high-quality places. It is intended to be used by local authorities, applicants and local communities to establish the design expectations of the Government.

It identifies ten characteristics which underpin good design; Context, Identity, Built Form, Movement, Nature, Public Spaces, Uses, Homes and Buildings, Resources and Lifespan. This report will use the principles of this National Design Guidance to help inform the Design Codes.

A Green Future: Our 25 Year Plan to Improve the Environment (2018)

The 25 Year Environment Plan aims to deliver cleaner air and water in cities and rural landscapes, protect threatened species and provide richer wildlife habitats. It calls for an approach to agriculture, forestry, land use and fishing that puts the environment first.

Any new development in Maltby should be proposed in the context of the Country's aim for the next 25 years to achieve greener and cleaner environment and tackle climate change.

Environment Bill (2020)

The Bill aims to improve the environment, through prioritising the areas of air quality, water, biodiversity, resource efficiency and waste reduction. Any new development should be designed to contribute to the Bill's aims and targets of safeguarding nature, tackling climate change and providing comfortable living to the residents, achieving high levels of sustainable development.

Local Planning Policy

Rotherham Local Plan Core Strategy 2013-2028 (2014)

The Core Strategy, adopted in 2014, sets out the overall vision, strategic objectives, spatial strategy and planning policies for the Metropolitan Borough to 2028.

Policy CS1 'Delivering Rotherham's Spatial Strategy' identifies Maltby and Hellaby as one of the Principal Settlements and proposes 700 new dwellings and 5 hectares of employment development. This suggests opportunities for further development and the potential expansion of Maltby. Therefore, the neighbourhood plan will become an important tool to control and safeguard the character and nature of the town.

Policy CS7 'Housing Mix and Affordability' requires the new housing developments to deliver a mix of dwellings sizes, types and tenure. Therefore, the Design Code will provide guidance to each of the possible typologies, so that the overall design quality will not be compromised.

Policy CS15 'Key Routes and the Strategic Road Network' aims to improve connectivity in the region. In the context of Maltby placemaking, the key routes should be improved to manage congestion. Traffic management measures, bus priority and facilities for cyclists and pedestrians should be provided. The Design Code can ensure that clear road hierarchy is achieved and pleasant streetscenes are created.

Green Infrastructure is controlled and safeguarded through Policies CS19 'Green Infrastructure', CS20 'Biodiversity and Geodiversity', CS21 'Landscape' and CS22 'Green Space'. All these policies seek to protect and improve the quality and accessibility of green infrastructure.

Rotherham Local Plan Sites and Policies (2018)

The document provides a list of allocated sites in Maltby. Altogether there are seven sites allocated where one is Special Policy Area (Policy SP18), two are allocated for Industrial and Business Uses and four for Residential uses.

The key policies which will guide design codes in Maltby include:

- Site Allocated for Development
- Development in the Green Belt
- Extensions to Buildings in the Green Belt
- Replacing Buildings in the Green Belt
- Infilling Development within the Green Belt
- Previous Development within the Green Belt
- Development in Residential Areas
- Development on Residential Gardens
- Land Identified for Business Use
- Land Identified for Industrial and Business Use
- SPA2 Former Maltby Colliery
- Development within Town, District and Local Centres

- Green Infrastructure and Landscape
- Conserving and Enhancing the Natural Environment
- New and Improvements to Existing Green Space
- Protecting Green Space
- Listed Buildings
- Archaeology and Scheduled Ancient Monuments
- Conserving and Recording the Historic Environment
- Historic Parks, Gardens and Landscapes
- Locally Listed Buildings
- War Memorials
- Design Principles
- Car Parking Layout
- Sustainable Construction
- Development Within Mixed Use Areas

Rotherham Landscape Character Assessment and Landscape Capacity Study (2010)

The document provides a Character Assessment for areas of the Rotherham Borough. Maltby is surrounded by Central Rotherham Coalfield Farmland, Sandbeck Parklands – Core, East Rotherham Limestone Plateau and East Rotherham Limestone Plateau – Maltby Colliery Character Areas. The areas vary from High to Moderate-low sensitivity.

South Yorkshire Residential Design Guide (2011)

The Guide is to be used by residential developers and their design professionals, consultants and agents in formulating design and delivering residential development in South Yorkshire. The Guide is underpinned by the principles in Building for Life (BfL 12), which apply to developments of 10 or more dwellings.

Rotherham Metropolitan Borough Council Policy Statement Responding to the Climate Emergency (2020)

Rotherham Metropolitan Borough Council declared Climate Emergency and prepared this document to address climate change and reduce carbon emissions. The Council will have a key role to play as a place shaper and in leading the pace and scale of change needed. The Council seeks to become carbon-zero on a borough level by 2040.

Therefore, any new development should seek to work towards the delivery and achievement of the Councils aims and goals.

Supplementary Planning Documents (SPDs)

Any development should be proposed in the context of the following SPDs adopted by the Rotherham Council:

- SPD1 - Rotherham Town Centre;
- SPD2 – Air Quality & Emissions;
- SPD3 – Development in the Green Belt;
- SPD5 – Equal & Healthy Communities;
- SPD4 – Householder Design Guide
- SPD6 – Shop Front Design Guide;
- SPD7 – Town Centre Uses & Developments;
- SPD8 – Affordable Housing
- SPD9 – Development Viability
- SPD10 – Community Facilities
- SPD11 – Natural Environment
- SPD12 – Transport Assessments, Travel Plans And Parking Standards
- South Yorkshire Residential Design Guide;
- Flood Risk And Drainage;
- Contaminated Land;
- Landscape.

2.2 Best Practice Design Guidance

The Design Codes set out within this document have been influenced significantly by the guidance and content of best practice material. This includes guidance documents that provide essential information about good design, along with various standards and criteria against which the design of the built environment can be assessed.

The principle best practice reference material which has influenced the design of future development at the Site include the following:

- Urban Design Compendium (UDC) 1 and 2 (Homes and Communities Agency);
- Manual for Streets and Manual for Streets (MfS) 2 (Department for Transport);
- Car Parking: What works where (Homes England and the Regulator of Social Housing formerly Homes and Communities Agency);

- Building for a Healthy Life (BHL) (Building for Life Partnership of: Design Council Cobe, the Home Builders Federation and Design for Homes with the assistance of Nottingham Trent University); and
- Guides produced by The Trees and Design Action Group (TDAG).

Reference to these key best practice and local standards documents ensures that future reserved matters applications will be guided by parameters that have local and national recognition.

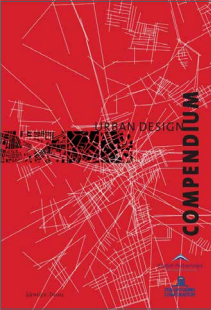
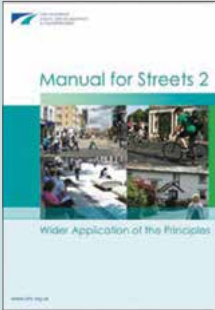



Guidance	 <p>Urban Design Compendium</p>	 <p>Manual for Streets 2</p>	 <p>Car Parking: What works where</p>	 <p>Building for a Healthy Life</p>	 <p>The Trees and Design Action Group</p>
Key Guidance	<ol style="list-style-type: none"> UDC1 Urban design principles - explains key aspects of urban design and how these can be applied to create places where people want to live, work and socialise. UDC2 Delivering quality places - provides practical guidance on the steps that can be taken and barriers that need to be overcome during policy and project development to improve the quality of place delivered. 	<p>MfS2 aims to assist in the creation of streets that:</p> <ol style="list-style-type: none"> Help to build and strengthen the communities they serve. Meet the needs of all users, by embodying the principles of inclusive design. Form part of a well-connected network. Are attractive and have their own distinctive identity. Are cost-effective to construct and maintain. Are safe. 	<p>Evaluates a variety of parking options available against the following values:</p> <ol style="list-style-type: none"> The quality of the neighbourhood, or creating a 'good address'; Convenience of access and use between parking space; Safe routes for people going to and from the parking space; Security of parked cars; Efficiency of land and construction costs. 	<p>Building for a Healthy Life (BHL) is the latest edition of - and new name for - Building for Life 12.</p> <p>The updated document sets out 12 design considerations when planning and building neighbourhoods, looking at public infrastructure of the built environment including transport, streetscaping and green space such as parks.</p>	<p>The Trees and Design Action Group (TDAG) brings together a pioneering group of individuals, professionals and organisations from wide ranging disciplines in both the public and private sectors to increase awareness of the role of trees in the built environment.</p> <p>TDAG uses its membership's broad knowledge base to develop guides with evidence-based information, practical advice and case studies to inform decision-making on urban trees.</p>

Table 1.1: Summary of the key best practice national standards documents which have informed the Design Code.

2.3 Approach for Defining the Focus Areas

The Methodology

To define the Focus Areas within Maltby, AECOM reviewed approaches used by the Landscape Institute (LI) and the Royal Town Planning Institute (RTPI). The methodology used in the LI Townscape Assessment and RTPI for character assessment cover similar items, but in different categories.

Landscape Institute (LI) Townscape Assessment- Technical Information Note (2017)

This document explains how the principles and general approach of landscape character assessment can be applied to townscape character assessment. It also helps to clarify how practitioners typically interpret that guidance for townscapes by giving emphasis to particular issues that may need to be considered when assessing, mapping and describing the character of built-up areas.

A townscape character assessment may present a description of the townscape that is distinctive to that place, supported by materials such as maps, illustrations and photographs. It can provide an understanding of how a place has evolved and developed over time to respond to natural, social and economic drivers, and how this is reflected in the layout of streets, the architecture of buildings and the materials used.

Specific Consideration for Townscape Character Assessment:

- Historical development
- Movement and connectivity
- Urban structure and built form
- Heritage assets
- Green infrastructure and public realm
- Tranquillity
- Stakeholder engagement

Royal Town Planning Institute (RTPI)- How to Prepare a Character Assessment to Support Design Policy within a Neighbourhood Plan

This document describes how to prepare a character assessment document, which details the distinct appearance and feel of a settlement or an area, illustrating key physical features and characteristics which gives the area its specific identity. Through preparing a character assessment document, the existing character of a neighbourhood area can be documented and described. The assessment can then be used by developers and architects to help them understand the local character, which will contribute to creating sensitively designed proposals to preserve the local area's feel and appearances.

The RTPI also produced a character assessment proforma which provides a structured approach to identifying and classifying the distinctive character of a settlement or neighbourhood area. The

proforma breaks character down into the following ten distinct categories:

- Layout
- Topography
- Spaces
- Roads, streets, routes
- Green and natural features
- Landmarks
- Buildings and details
- Streetscape
- Land Use
- Views

Method used in this report

AECOM have taken the key principles of both these methodologies, with particular focus on four categories within the LI Townscape Assessment:

- Heritage Assets
- Urban structure and built form
- Movement and connectivity
- Green infrastructure and public realm

The focus areas will be identified based upon the study of the four categories above within the next section. The design codes will provide further detailed design guidelines for each category in Section 6.



FIVE RIVERS
PUB & RESTAURANT

SPICE MARKET

INSPIRED BY

THE BIRCH HALL

DEFINING FOCUS AREAS



3.1 Defining the Focus Areas

Summary of Baseline Study

For the full and detailed Baseline Study, please refer to Maltby Masterplan document. For the purposes of the Design Code, the following summary provides the appreciation of the features influencing placemaking.

Vehicular Movement: Maltby has an established movement hierarchy with a range of street types:

1. Primary Connectors, are the highest order routes and which provide access into and out of the town; They generally have more open streetscapes, with wider carriageways and longer setbacks;
2. Secondary Connectors, connect Maltby's residential areas and the Town Centre.;
3. The High Street has a narrower carriageway, increased footway and increased enclosure through 2-3 storey buildings
4. Residential Routes are the primary movement corridors within the residential areas. The alignment of the street naturally calms traffic, creating a more pedestrian/cycle focused environment.

Heritage Assets

Maltby incorporates a number of heritage assets. This includes one Grade II* Listed Building, Church of Saint Bartholomew, and seven other Grade II Listed Buildings. Most of the listed buildings are located in the Maltby Historic Core area (between High Street

and Blyth Road). There are no conservation areas within Maltby.

Green Infrastructure

Maltby Parish is surrounded by Green Belt and the whole of the Parish lies within Maltby Strategic Green infrastructure Corridor. There are a number of green spaces and playing fields in Maltby, which unfortunately are poorly connected with each other and with Maltby Town Centre. Maltby also has a good number of schools and playing fields distributed across the town. There are also a number of Statutory and Statutory Protected Sites located in Maltby, with poor connections to the wider Maltby area. Three Sites of Special Scientific Interest (SSSI), namely Wood Lee Common SSSI, Maltby Low Common SSSI, and Roche Abbey Woodland SSSI are located to the south east of Maltby. A number of Local Wildlife Sites (LWS) are also present throughout Maltby and need to be considered in any future developments.

Summary

Maltby has a number of good characteristics, which can be used as design cues to inform this Design Code, like its streetscapes, local heritage assets and of course its green spaces. There are also areas for improvement across the town, particularly in the quality of public realm, housing and Maltby High Street.

In order to address issues and draw upon the local vernacular, we have identified a series of Focus Areas defined by the historic development of the town and identification of common characteristics.

Evolution of the Town (Heritage Assets)

Maltby formed throughout several eras, during which different architectural styles were established and various focus areas formed.

For a long time Maltby was a small village located within a proximity to a large stream and rich land for farming. (see Fig. 3.1.1).

Then with a booming coal industry in Maltby the area started to sprawl. To house the colliery's workers, the colliery company built a large estate known as the 'Model Village' to the east of the town centre (see Fig.3.1.2). Maltby main colliery was established in 1910 and closed in March 2013.

From 1900 until 1929, the town was served by Maltby railway station on the South Yorkshire Joint Railway, with services running between Doncaster and Worksop. The station's platforms and short stretch of tracks remain, and the line is an important freight route.

Maltby's main council housing stock went into serious disrepair during the 1980s with areas like "White City" and the "Tarran estate" (now demolished) worst affected. Maltby benefitted from local government funding in 1997 and council estates such as White City and Birk's Holt Drive have been rejuvenated and refurbished. Redevelopment of derelict land and a former club building was undertaken during the 1990s by John & Jeanne Jebson, who also developed two private dwellings on Meadow Lane. They also developed an individual building plot, Foxcroft Meadows- an area of seven new builds. New council housing was opened in 2011 on part of the site of the former Tarran estate.



Fig. 3.1.1: Maltby in 1854



Fig. 3.1.3: Maltby in 1966



Fig. 3.1.2: Maltby in 1928

3.2 Suggested Focus Areas

The townscape and local character have led to the identification of eight Focus Areas.



Heritage

Focus Area A

Historic and Community Core

This area is located in the centre of the town. It is characterised by Maltby's unique heritage which is condensed in this area. The area dates back to the origins of the town and has a positive contribution to the overall appearance of the town.

Key characteristics are:

- Located at the central area;
- Oldest part of the town;
- Incorporates community and commercial facilities for the town;
- Common materials include stone, brick and render walls; grey and brown roof slates;
- Accommodates community activities.

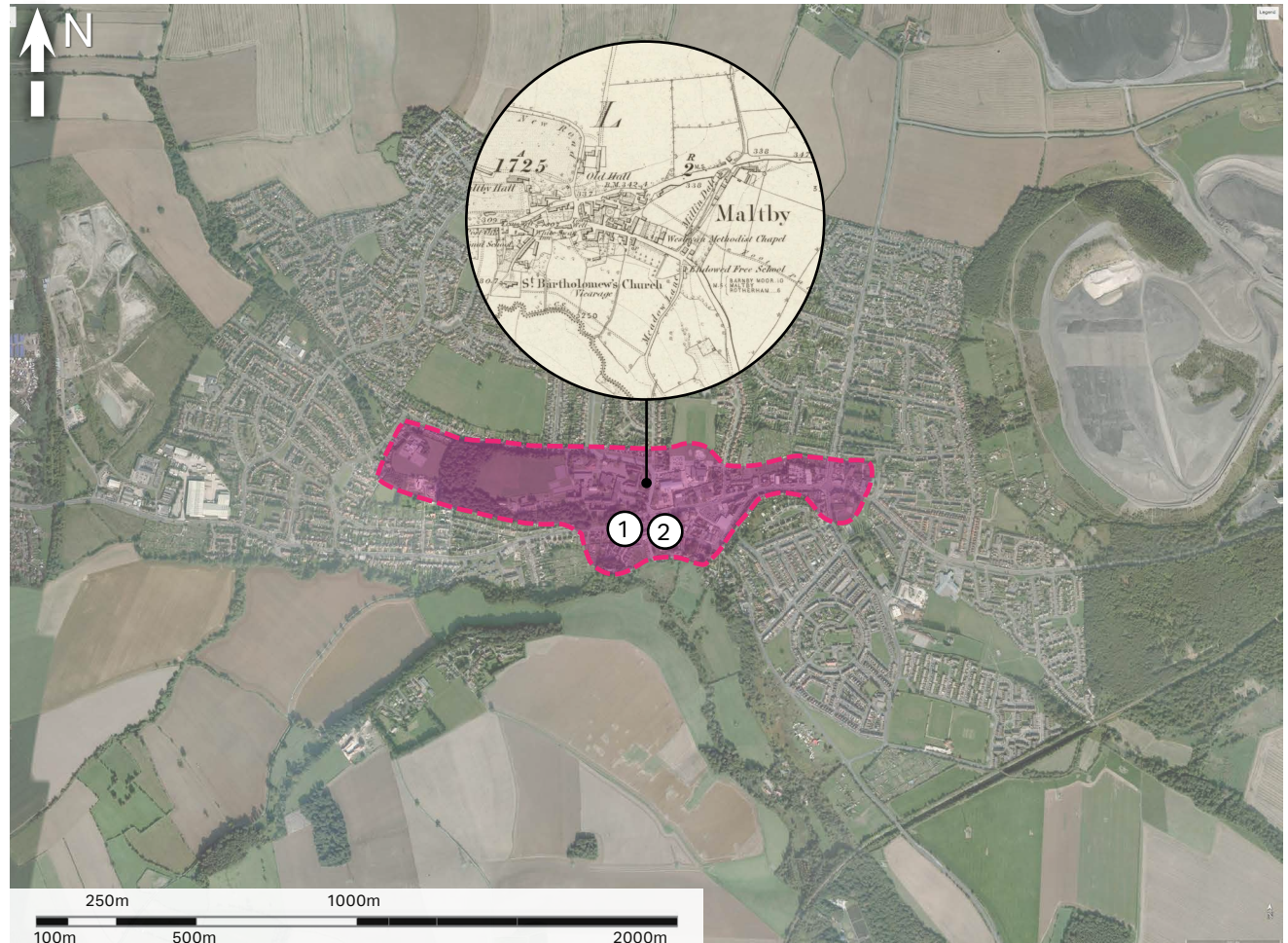


Fig. 3.2.1: Focus Area A



Fig. 3.2.2: Focus Area B

Green Infrastructure

Focus Area B

Central Greens and Residential Area

This Focus Area is characterised by a unique linear green space and public realm arrangement; the street network has prominent, wide green verges, which create a strong identity for the area.

Key characteristics are:

- Large open spaces and sports fields, few trees;
- Strong north-south street pattern;
- Traditional Post-war housing styles (Semi-detached units dominate, back to back arrangements, wide green verges along roads); and
- Common materials include brick and render walls; brown clay roof tiles dominate.



Movement Network

Focus Area C

Employment Gateway

This Focus Area plays an important role in the whole movement network by creating a gateway into the Town and accommodating employment development, given its strategic location.

Key characteristics are:

- A gateway to Maltby from the M18;
- First arrival point into the Town from the west;
- Employment uses; and
- Open spaces to the south;



Fig. 3.2.3: Focus Area C



Urban Structure & Built Form

Focus Area D

South-East communities

This Focus Area is characterised by higher density rows of terraced properties arranged in a special linear/circular street layout.

Key characteristics are:

- Typical early 20th century housing types, high density terraced units;
- Public open spaces (allotments and sports pitches);
- Car parking to the rear of properties, accessed via lanes;
- Common materials include brick and render walls; brown clay roof tiles dominate;

Fig. 3.2.4: Focus Area D



Urban Structure & Built Form

Focus Area E

Eastern Residential Area

One of the largest Focus Areas of mid-20th century development. It comprises formal blocks of medium density semi-detached and terraced properties. The Focus Area has numerous pockets of green space and cul-de-sacs.

Key characteristics are:

- Mix of early to middle 20th century housing styles (back to back arrangement, parking front);
- Semi-detached and terraced units dominate;
- Brick walls; brown clay roof tiles dominate;
- Pocket parks;

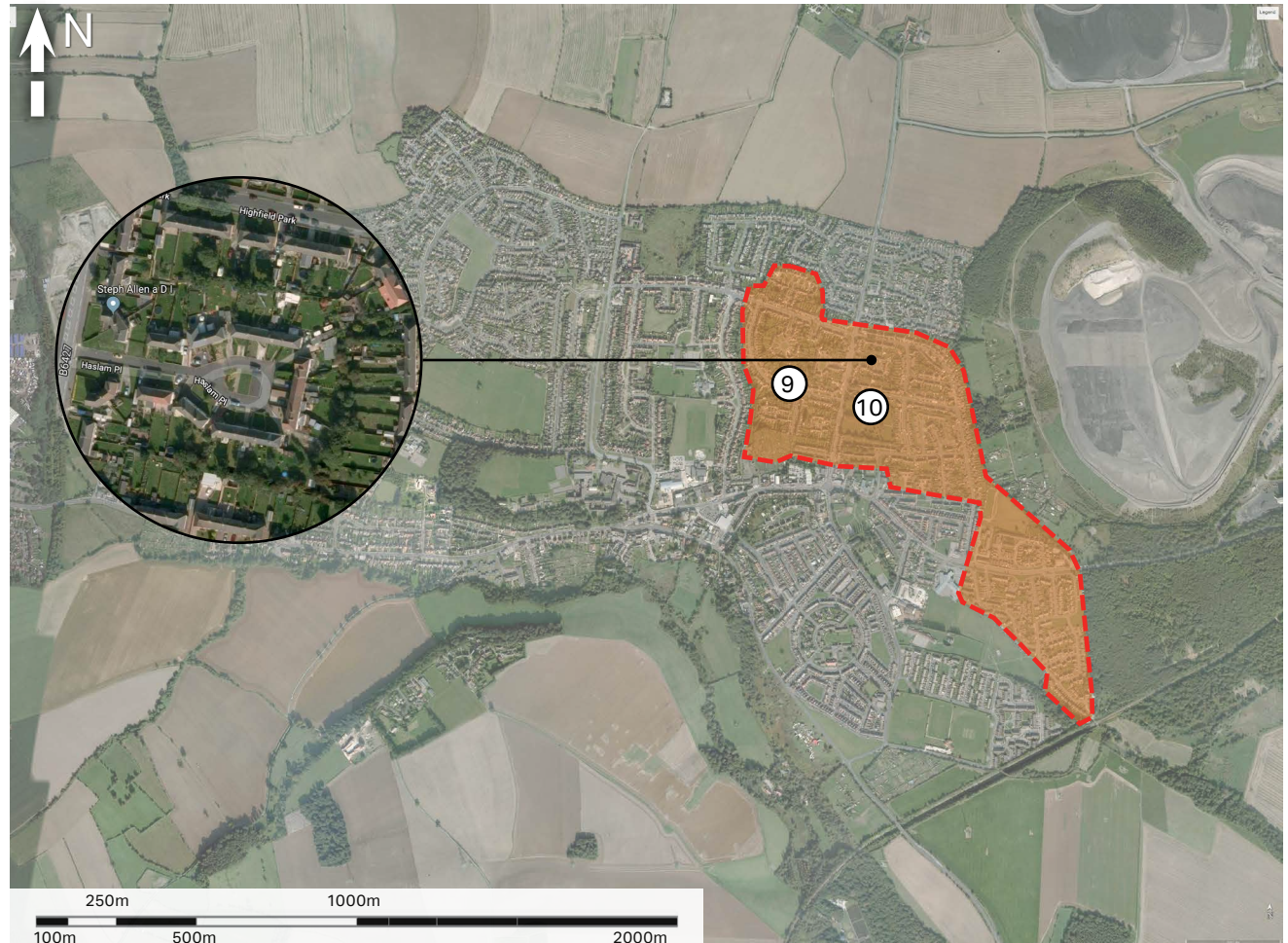


Fig. 3.2.5: Focus Area E



Urban Structure & Built Form

Focus Area F

North-east Frontage

This Focus Area is set in a special landscape facing the Maltby Colliery and open countryside. Late 20th century properties of different heights are arranged in an informal manner.

Key characteristics are:

- Typical late 20th century housing types (70 - 80s);
- Fronting north and the raised quarry to the east;
- Spine roads with a large number of cul-de-sac arrangements;
- Detached houses dominate, parking is located to the front of the properties;
- Common materials include brick walls; brown clay roof tiles.

Fig. 3.2.6: Focus Area F



Urban Structure & Built Form

Focus Area G

North-west Residential Area

This Focus Area is one of the latest additions to Maltby. It is characterised by its sloping topography, long views toward the countryside and irregular, complex block layout.

Key characteristics are:

- Typical late 20th century housing types (70 - 90s);
- Fronts north and west raising slopes;
- Spine roads with a large number of cul-de-sac arrangements;
- Detached houses dominate, parking at the front of the properties; bungalows;
- Brick walls; brown clay roof tiles dominate;
- Pocket greens;

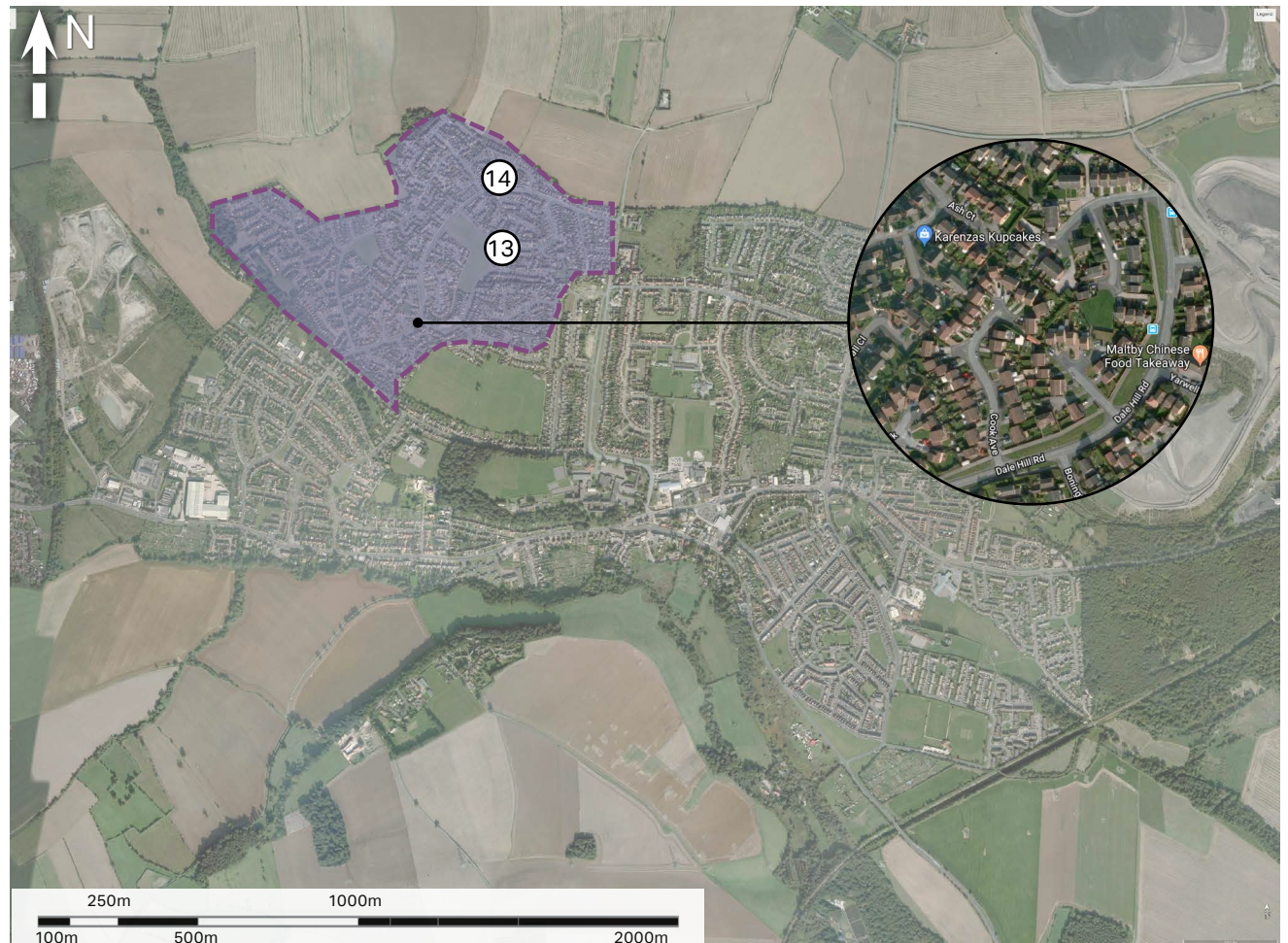
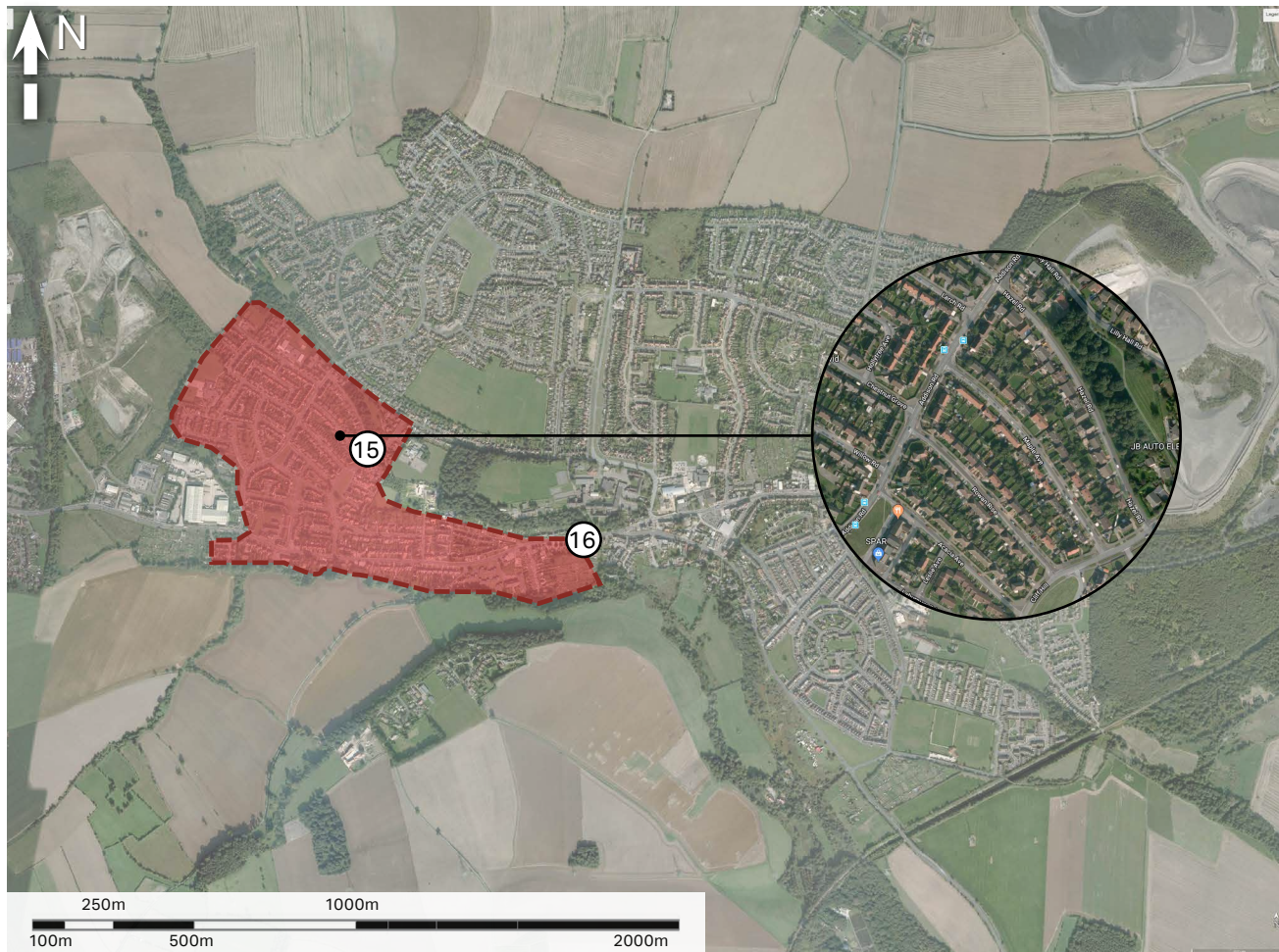


Fig. 3.2.7: Focus Area G



Urban Structure & Built Form

Focus Area H

Cliff Hills Residential Area

A large late 20th century estate comprising two storey semi-detached properties arranged in a formal manner.

Key characteristics are:

- Mix of early to middle 20th century housing styles;
- Semi-detached and terraced units dominate with back to back arrangement, parking front;
- Building orientation reflects the landform and contours;
- Permeable road network with a few cul-de-sacs;
- Brick walls; brown clay roof tiles dominate;

Fig. 3.2.8: Focus Area H

Urban Structure & Built Form

Focus Area I

Former Quarry site

Special Focus Area occupying Maltby Colliery site.

- Significant raised and cut land form;
- Closed quarry;
- Potential contaminated areas;
- Enclosed by woodland;

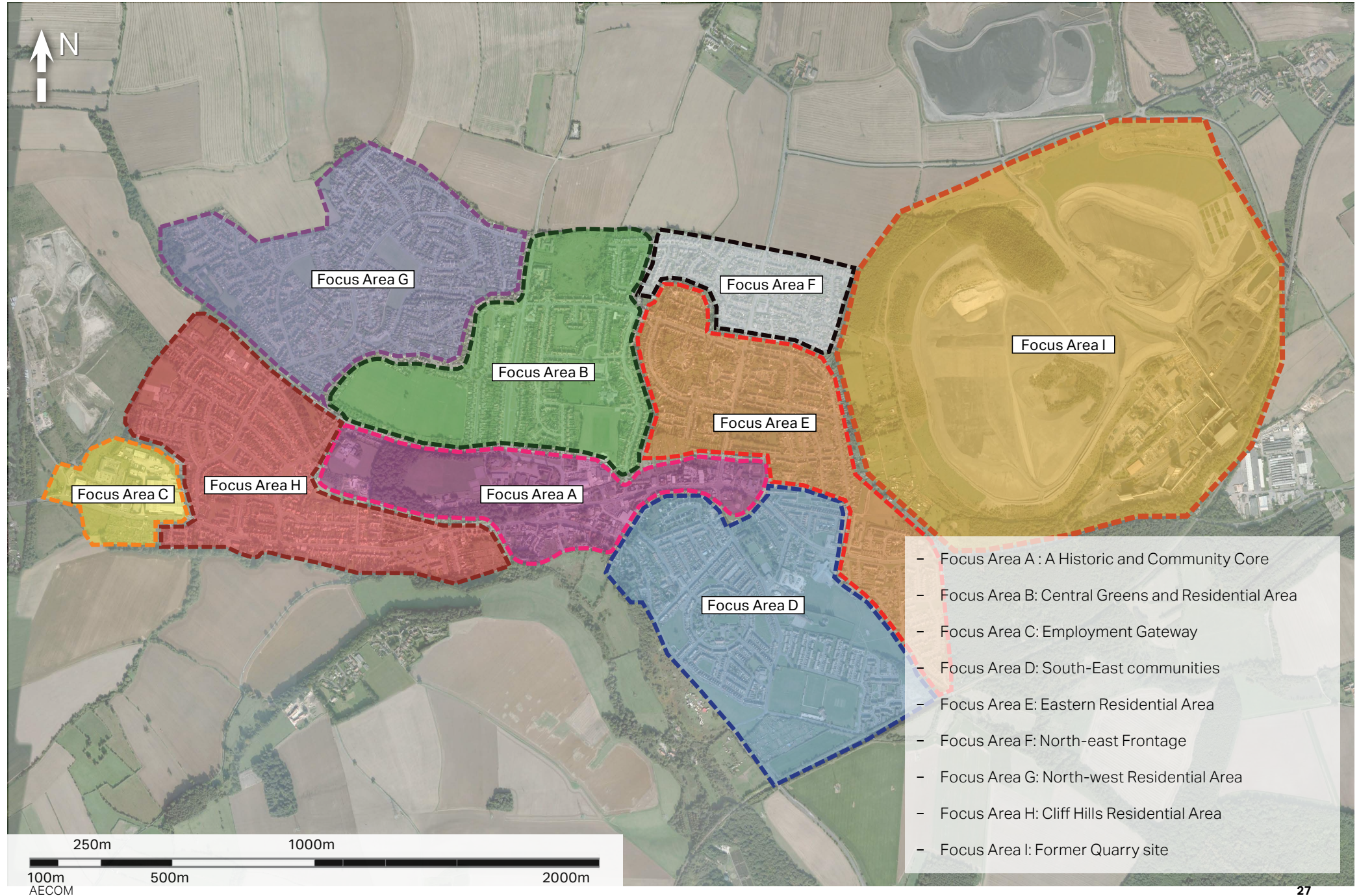
Land use to be confirmed;

- Key design principles will be suggested;
- Design code is not appropriate at this stage.



Fig. 3.2.9: Focus Area I

Fig. 3.2.10: Focus Areas Plan





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Vegas Barber

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ENGAGEMENT

04

4.1 Engagement

General Description

During the preparation of the Design Code document, two neighbourhood plan steering group engagement events were held. These workshops gave members the opportunity to ascertain, share and debate the key opportunities and constraints. These events helped to confirm an understanding of the key issues, and also helped to shape the content of the design principles & guidance.

Workshop

- **Workshop 1, Inception Meeting:** The first workshop was held on 18 December 2018. In this workshop, AECOM explained about the approach that was going to be adopted in the design code exercise. AECOM also gathered aspirations from the members of the MNPSG.
- **Workshop 2:** AECOM provided an update on the progress of the Design Code report on 01 July 2019. During the workshop, AECOM explained the approach used to redefine the character of Maltby and establish a corresponding placemaking vision for the town. MNPSG has provided feedback and helped with refining the approach.

Final Discussion

The final Draft Design Code document was provided to the Maltby Neighbourhood Steering Group for review and final comments. Additional attention was given to crime and community safety as well as consideration of aging population friendly design and mobility' to ensure design is cognisant of access / mobility for all.

It was also suggested that future development sites should prioritise the safeguarding of existing trees and use of native tree and shrub species. Also, the protection of species of great crested newts, water voles, badgers, bats and nesting birds were included in the Code. Additions to the Code to safeguard green infrastructure corridors such as Hellaby Brook and Maltby Dyke were made.

Upon the quality checks and validation, the Final Document was issued to the Steering Group.

Revision by Rotherham Metropolitan Borough Council

The draft document was provided and reviewed by the Rotherham Metropolitan Borough Council on the 3rd of August 2020. The comments regarding transport, modes of travel, heritage, built-form, safety and accessibility were considered and addressed in this document.



Fig. 4.1.1: Photographs from the Engagement Session with the Neighbourhood Plan Steering Group





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DESIGN CODE

051

5.1 Applying Design Codes

How Design Codes Links to the Focus Areas

A series of Design Codes have been produced to provide guidance for any future developments in Maltby. This will ensure that local character is considered and local distinctiveness is enhanced and protected.

Design Codes set out within this document have been significantly influenced by local precedents and also national best practice materials such as: the Urban Design Compendium, Manual for Streets, Building for Life 12, and Car Parking: What Works Where.

Based on the understanding gained in the previous sections, feedback captured during the engagement workshop and relevant planning policy, the Design Code matrix is broken down into 6 categories:

- Heritage Assets (Protecting Local Distinctiveness)
- Urban Structure and Built Form
- Movement
- Green Infrastructure
- Safety and Crime Prevention
- Aging Population

All proposed developments need to consider the character areas in order to ensure any negative impact is avoided. The Design Codes will help to understand what type of development is appropriate in Maltby.

How to use the Matrix

The matrix (table 5.1) shows which code is applicable to each Focus Area.

The code will guide new development within each Focus Area and give an understanding of what the Maltby Neighbourhood Plan expects in terms of design, layout, materials and landscape. It will help with the preparation of planning applications for development proposals.

This design code highlights the assets of each Focus Area. Any potential future developments should observe this code and analyse which assets are relevant for the specific development.

What to Submit

To ensure the developments compliance with the Design Code, and highest quality of design is delivered the following supporting information is required to support planning applications:

- How the development impacts upon heritage assets and their setting;
- It should be clear in supporting documentation, how the proposed development fits into the existing block structure and roof scape;
- Design and Access Statements and proposed plans should clearly demonstrate the proposed housing typologies;
- Proposed materials should be demonstrated in the submitted Design and Access Statements (DAS) as well as elevations. These should not contradict with this Design Code document;

- Larger-scale developments should demonstrate and describe how proposed street networks will be integrated into the existing street hierarchy;
- The proposed car parking should be clearly demonstrated in the submitted DASs and should be designed in line with the adopted car parking standard and this Design Code document;
- Green spaces and landscaping should be clearly demonstrated on the submitted plans and in the DAS. They should be designed in line with this Design Code.

Focus Areas	Heritage Assets		Urban Structure and Built Form											Movement							Green Infrastructure			Safety and Crime Prevention	Aging Population		
	Listed Building	Historic Core	Building Blocks and Building Line		Building Heights and Skylines		Architecture and Materials				Density and Housing Layout			Vehicular					Non-Vehicular Route	Parking Typology			Statutory and Non-Statutory			Open Space	Trees, Hedgerows, Woodland
			Type 1	Type 2	Type 1	Type 2	Terraced	Semi-detached	Detached	Apartments	High Density	Medium Density	Low Density	Primary Distributors	High Street	Secondary Streets	Town Streets	Internal Streets		On-Plot Parking	On-Street Parking	Courtyard Parking					
A	●	●	●		●		●	●	●			●	●	●	●	●		●	●	●		●	●	●	●	●	
B			●	●	●	●	●	●	●			●	●			●	●	●	●		●	●	●	●	●	●	
C				●	●	●	●			●	●			●			●	●	●	●		●	●	●	●	●	
D	●		●	●	●	●	●	●				●		●		●	●	●	●	●		●	●	●	●	●	
E	●		●	●	●	●	●	●	●			●	●	●		●	●	●	●	●		●	●	●	●	●	
F				●	●	●	●	●	●			●	●			●	●	●	●	●		●	●	●	●	●	
G			●	●	●			●	●			●	●				●	●	●	●		●	●	●	●	●	
H	●			●	●	●	●	●	●			●	●	●			●	●	●	●		●	●	●	●	●	
I			●	●	●	●	●	●	●	●	●	●				●	●	●	●	●	●	●	●	●	●	●	

Table 5.1 Maltby design code matrix

5.2 Heritage Assets (Protecting Local Distinctiveness)

Maltby has grown rapidly during the 20th century, and therefore does not have many heritage assets from before this era.

5.2.1 Listed buildings

There are a number of Nationally Listed buildings within Maltby. The majority of these are found in the Town's historic core (see Fig. 5.2.3). This setting needs to be respected, and any development which may impact these historic designations should be designed with sensitivity.

5.2.2 Historic Core

The Historic Core retains much of the original historic built environment yet there are a few areas of very little architectural merit. The buildings of interest should be retained where possible, and much of the original architectural forms and detailing should be kept and restored where lost. The good examples of architecture strongly contributes to the Maltby identity and should inform the local character and design cues of any future development.



Fig. 5.2.1: Grade II* listed St Bartholomews Church.



Fig. 5.2.2: War memorial.



Fig. 5.2.3: Maltby Historic Core

Design Code: Heritage Assets (HA)

- Development will be supported which sustains and enhances the significance of Maltby's heritage assets including listed buildings, historic parks and gardens, archaeology, historic landscapes and townscapes.
- Developments should protect or enhance both designated and non-designated heritage assets, and the character and setting of areas of acknowledged significance.
- Any new development should look to create areas of positive character by responding to prevailing characteristics in terms of street patterns, density and layout, built form, materials and details.
- Materials and architectural styles applied by any new developments should respect the existing character area and listed buildings setting, including minimising any work that may affect the heritage assets located near to any new development.



5.3 Urban Structure and Built Form

5.3.1 Block Structure and Building Line

Building lines play a key role in defining the layout and the character of an area. There is a good mix of housing typologies in Maltby. Different housing typologies help to contribute to the variety of the building lines in the Town and its character.

Any new development should ensure buildings are aligned along the street with their main facade and entrance facing it, where this is in keeping with local character.

There are three types of building lines which are common within Maltby, which are set out below.

Type 1 (Informal building lines)

Informal building lines are common across various housing typologies and are typical to lower density developments. Developments with informal building lines are usually characterised by, generously-sized gardens, or a greater provision of open space. Most of the buildings face the street with a variety of set-back distances, which usually include a front

yard and a garden. The alignment of these informal building lines usually responds to the context of the surrounding landscape. Examples of informal building lines can be found in Figure 5.3.1.

Type 2 (Formal building lines)

The majority of Maltby's residential areas are arranged in a formal manner. Generally the typology includes terraced properties with small or medium sized gardens, to semi-detached dwellings of medium size. The building lines are uniform with minimal articulation.

Design Code: Building Blocks (US-BB)

- New development should respond to each Focus Areas' existing development pattern and respect the existing block sizes, layout and structures.
- In areas of low quality block structure / development pattern, new development should achieve safe, active highly walkable and legible environment.
- The layout of new developments shall be permeable in order to provide legible connections through the area and beyond.
- A buildings' main facade and its entrances should face the public spaces, allowing natural surveillance and enhancing interface activity.
- Properties should aim to provide gardens in the front and rear, or at least a small buffer.



Fig. 5.3.1: Example of informal building lines.



Fig. 5.3.2: Example of formal building lines.

5.3.2 Building Heights and Roofline

A comfortable variation in the size and scale of buildings - from single storey bungalows to three storey townhouses - can enhance local character. It provides variety and difference, as opposed to homogeneity. Houses within Maltby are mainly 2 storeys high, with a minority of single storey bungalows and individual taller buildings. New development should be sympathetic in scale to the context and should respect the building heights of its setting. At present there are two types of building roofline in Maltby that can be identified:

Type 1 (Uniform roofline)

Buildings with uniform skyline can be found throughout Maltby's residential areas due to generally inform typology, building heights and minimal building articulation.

Type 2 (Varied roofline)

Buildings with various heights can be found in the Town's historic core and other areas of pre-war development. Such variety positively contributes to the character of Maltby.

Design Code: Building Heights (US-BH)

- New development should be sympathetic in height and scale to its context.
- The roofline should reflect the nature of buildings in Maltby and should have adequate variety to provide points of interest.
- Roofing materials, eaves, pitch, verge details, chimney stacks, or other features visible above the ridge line should be carefully considered.



Fig. 5.3.3: Example of Uniform roofline.



Fig. 5.3.4: Example of Varied roofline.

5.3.3 Building Typologies, Materiality and Design

Typology

A variety of approaches to housing typologies and layout of buildings should be explored to make the best use of land and create high quality, comfortable and attractive homes.

New development should enhance the town's character by achieving more interesting, varied and high quality design and built form.

Depending on the housing needs, terraced, semi-detached, detached and higher density properties are acceptable. Design principles and precedents for each type are provided in this section.

Terraced Design Principles

- Mainly 2 Storeys, with 2.5 storey for prominent or identified key buildings. Street scale needs to be considered. Wider primary routes should have larger scale buildings.
- Typically simple pitched roof volumes. Projecting elements should be considered on key buildings to help demarcate corners.
- Consistent setbacks to provide well defined street compositions.
- Consistent ridge and eaves lines.



Fig. 5.3.5: Precedents of terraced properties.



Fig. 5.3.6: Precedents of semi-detached properties.

Semi-detached Design Principles

- Mainly 2 Storeys, with 3 storey for key building locations.
- Typically simple traditional forms with occasional projecting elements. Projecting elements should be considered on key buildings to help provide corner articulation.
- Setbacks are consistent, with only a small variation between buildings to provide a more formal street composition.
- Buildings should strongly relate to the street, although a varied frontage is acceptable.



Detached Design Principles

- Mainly 2 Storeys, with 3 storey for focal buildings and 1 storey for bungalows.
- Variable frontages, provided through more informal building placements between plots.
- Building massing to be more varied with greater use of hipped roof styles and projecting gables to create varied streetscapes.
- Building orientation is not required to conform to any joint relationship with adjacent properties, however frontages should positively address the street.
- Variation permitted to the ridge and roof lines. Individual buildings should accommodate any topographical changes between units.



Fig. 5.3.7: Precedents of detached properties.



- Higher Density Design Principles**
- Mainly 2-3 storeys. 3 storey apartment blocks with distinguishable features.
 - Consistent heights of built form to provide strong presence, but with some buildings set back from road edge.
 - Apartments to integrate private external space within the building envelope
 - Buildings arranged to create a sense of enclosure to gateway.
 - Set backs to create landscaped setting and areas of incidental space.

Fig. 5.3.8: Precedents of high density developments.

Materials

Without being too prescriptive about the adopted material palette, developments should complement the existing residential character of the local area, and reflect the character of Maltby. Maltby's existing local character and material palette is generally comprised of bricks, render and brown clay roof with some exceptions like grey stone and brown slate roofs in the Historic Core. Whilst these materials

are common across the country, they should be used as a design cue for any new development. Development should adopt high quality, natural materials which sit well within the attractive natural landscape and which help to reinforce notions of the town where possible.



Natural Stone



Light Render



Grey Slate



Red Brick



Timber Cladding



Plain Tiles



Buff Brick



Timber Cladding



Metal Roofing

Design Codes: Architecture and Materials (AM)

- It is recommended that contemporary architectural solutions should be considered, but they must be well evaluated ensuring, high-quality design is achieved, being sympathetic to the existing built fabric. Developments should also respect the surrounding Focus Areas.
- It is very important that the proposed developments are of a high quality and reinforce local distinctiveness of the area. Material selections should be made based on an understanding of the Maltby built environment.
- The materials list in this document should not be considered prescriptive. Complementary innovation and creativity in material use are allowed, with consideration of materials used in local heritage buildings.
- Designs need to be sensitive and complementary to their surroundings but this does not require merely replicating existing styles and imitating architectural details; modern interpretation is possible if informed by a full contextual analysis and proposals promote and reinforce local distinctiveness.

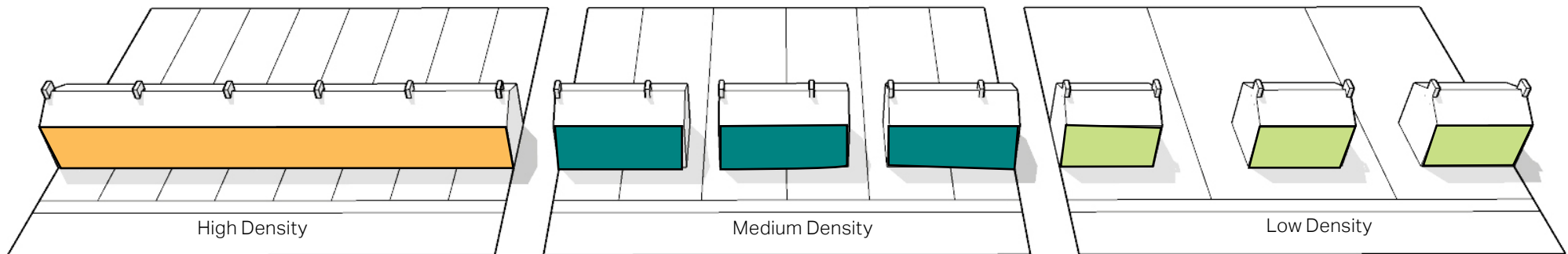
5.3.4 Density and Housing Layout

New development should draw upon high quality precedents for inspiration as to what can be delivered in terms of materiality, layout and design. Proposed density should reflect the varied context across Maltby, and appropriately respond to the existing topography and landscaping. The Design Code also recognises the deteriorated landscape in Maltby. The restoration and enhancement of which should be prioritised by any new development. It is intended that density is mixed across the allocated sites, with each of the development parcels delivering a different density of units. This mixture will help to create variety which is responsive to the local area needs and surroundings.

Design Codes: Density (DNST)

- The Council will consider appropriate housing density on a site by site basis, with decisions informed by local context of the area. This might include design considerations, historic or environmental integration, local character or identified local need.
- The density of development should be sympathetic to the area to which it will extend;
- The use of perimeter blocks is encouraged to avoid negative features like access from the back, inactive edges, lack of visibility and legibility.

- Low density units should be located to the edges of the settlement while higher density development should occur in the core and along primary routes.
- New developments should recognise landscapes that have been deteriorated over decades. Recovery of lost landscaping and the improvement of existing green infrastructure should be a priority for every new development to meet the demands of providing net gains for biodiversity as per the NPPF.



Below are the different density types which could be adopted by developments:

- Higher Density includes terraced units, town houses and apartments (both new build and reconfigured existing buildings). Dwellings should be orientated to create overlooked streets, with a strong, active frontage and incorporate a formal arrangement of buildings with strong linearity which is softened by surrounding landscaping.

- Medium Density which includes semi-detached units are encouraged. Houses should be positioned and orientated to overlook the streets and town boundaries, whilst frontages along the internal primary roads should be active. A mixture of formal and informally arranged dwellings will be required.

- Lower Density includes detached units or bungalows, which is reduced in scale and proximity of adjacent units.

Fig 5.3.9: Achieving density diversity across Maltby

5.4 Movement

5.4.1 Street Hierarchy and Movement

A well-designed street hierarchy and streetscape is a key element of successful places. The relationship between streets and the adjacent buildings strongly influences the safety, appearance and movement function of development. New development should accommodate traffic flow and allow for access by service vehicles, but it should also contribute positively to the character of the development.

New developments should be designed to positively contribute to the movement around the town, making it more efficient and legible. In order to do this, a clear street hierarchy should be established in new developments. Streets in hierarchy must be distinctive from one another in order to heighten legibility.

Furthermore, this design code aims to guide any future development to contribute to sustainable connectivity, particularly walking and cycling as a means of local transport.

Further and detailed information on sustainable movement can be found in the Maltby Masterplan Document.

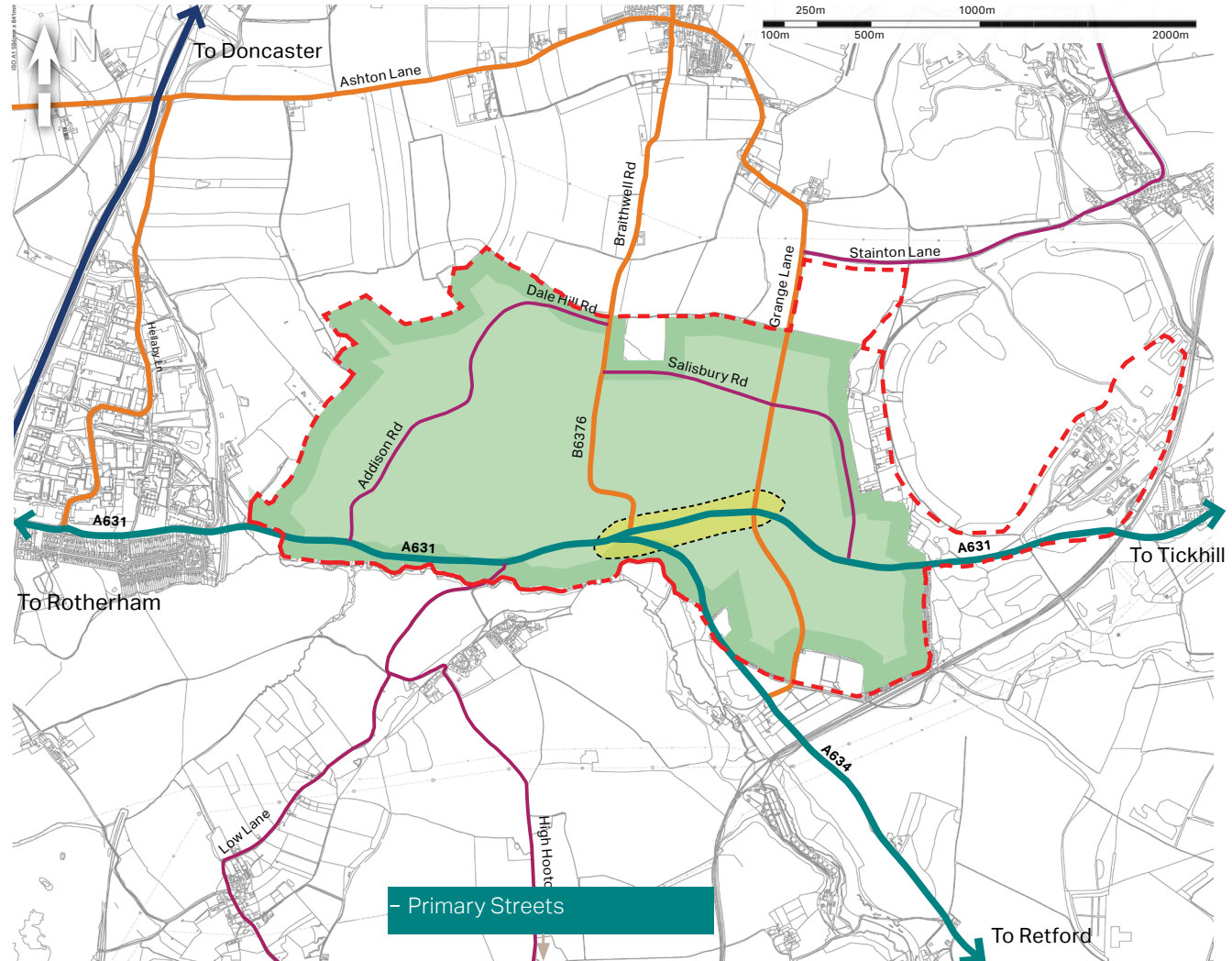


Fig. 5.4.1: Maltby Street Hierarchy

Primary Streets

The Primary Streets are important features defining the Towns layout and linking it with the surroundings. They act as the principal movement corridors to connect across Maltby, and form the gateways into the Town. Primary streets also form the main connections to the surrounding strategic route networks and neighbourhoods.

They will connect to the Secondary Streets within the study area. These routes are anticipated to carry the highest amount of movement across the Town, and should be designed to be as attractive as possible, with quality public landscaping and street furniture, and with a positive relationship to both public and private spaces. Buildings should generally have long set-backs and front onto this route with an active and enlivened facade.

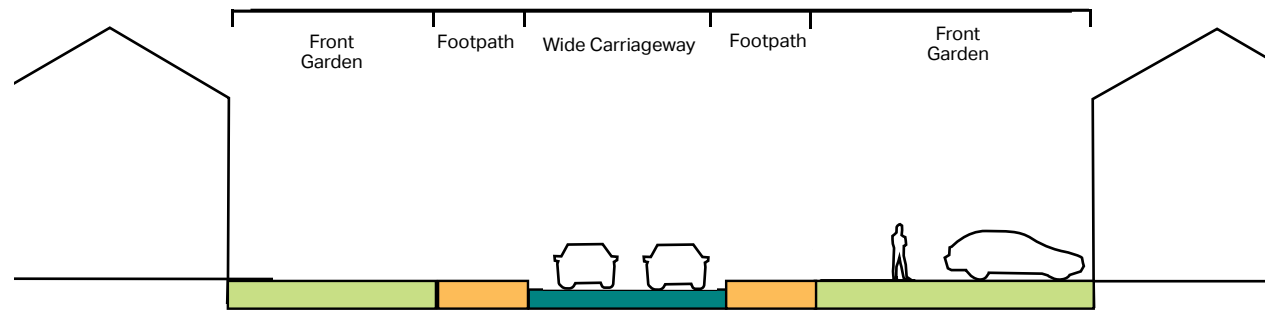


Fig. 5.4.2: Typical Primary Street

High Street

As the Primary Distributor runs through the Town Centre it becomes a High Street with a narrower carriageway, increased footway and increased enclosure through 2-3 storey buildings (figure 5.4.3). The High Street has a more intimate and pedestrian focused character than the Primary Distributor, and naturally calms and slows traffic.

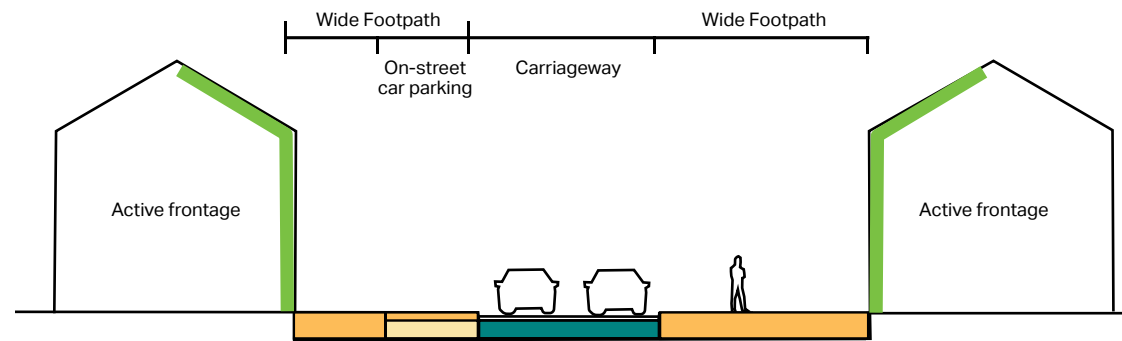


Fig. 5.4.3: Typical High Street

Secondary Streets

The Secondary Streets circulate traffic around Maltby, providing access to different neighbourhoods and link the Town with the surroundings. The Secondary Routes accommodate medium density development. Being important in the movement hierarchy these routes have wide street spines and pavements on both sides.

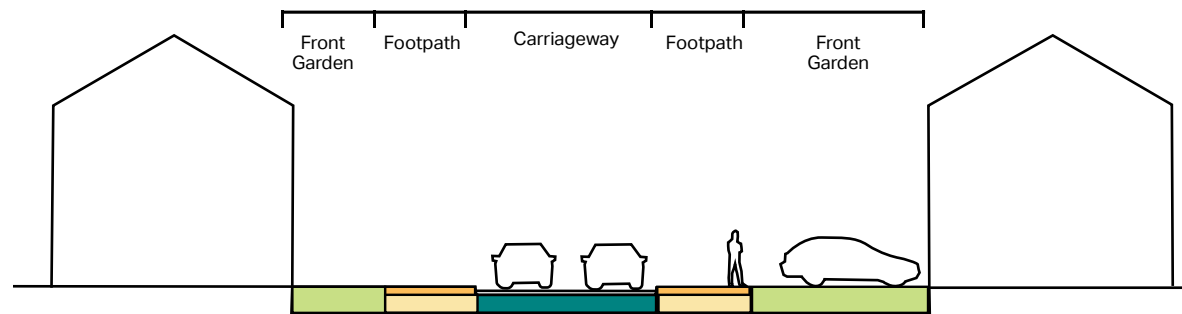


Fig. 5.4.4: Typical Secondary Street

Town Streets

The Town Streets should encourage people and vehicles further into Maltby's residential areas and function primarily as residential distributors. Whilst supporting less movement than the Primary and Secondary Streets, these routes should still be of a high quality, and still maintain notions of pedestrian safety. There should be a comfortable transition between the different route typologies, despite their design differences, and users should feel invited to explore the route network.

These routes have been designed with sufficient width for vehicular traffic to pass in either direction and footpaths either side of the carriageway. The routes will provide residential frontages which respond to the carriageway, with gardens offering semi-private/private transition space between the dwellings and the route corridor.

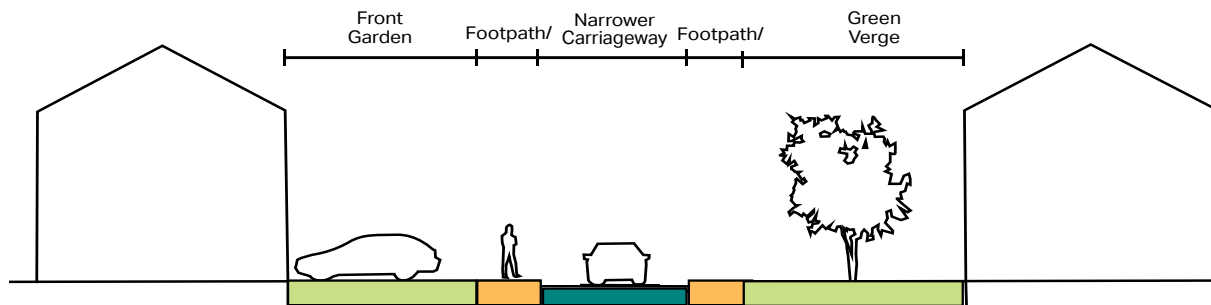


Fig. 5.4.5: Typical Town Street

Internal Streets

The Internal Streets generally serve a smaller number of units and consequently are of a more intimate, semi-private scale. With limited vehicular use, these streets work well as shared spaces, and invite use by both pedestrians and cyclists. There is less of a requirement to formalise the use of these spaces. This is especially the case where residential development is accommodated on both sides of the street. In some cases across Maltby, however, the Internal Streets could accommodate residential development only on one side with green space reflected on the other, contributing to integration with the landscape context. All Internal Streets should be designed to enable the access and egress of waste collection vehicles.

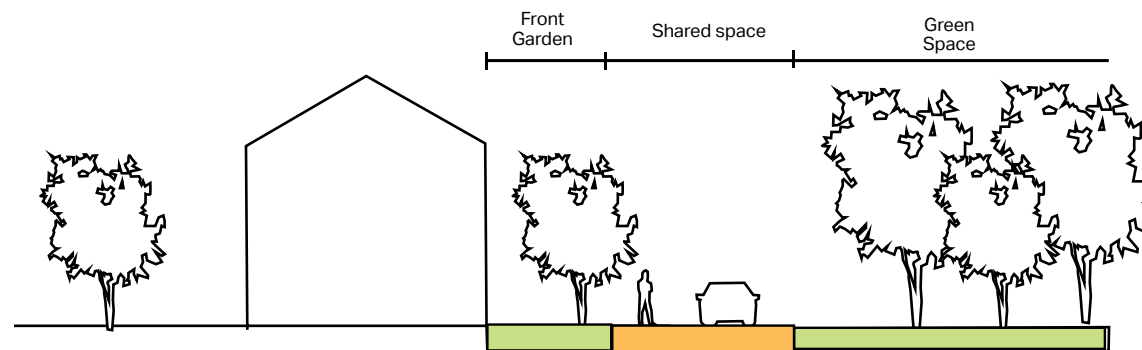


Fig. 5.4.6: Typical Internal Street



Fig. 5.4.7: Examples of proposed Streets

Design Codes: Movement (MVMT)

- Streets should meet the technical highway requirements and be considered an inclusive 'space' to be used by all.
- Streets should be identified by a hierarchy of movements and have a specific character linked to the scale of development.
- The distribution of land uses should respect the general character of the area and street network.
- Any proposed routes should provide a permeable and connected pattern, creating different travel options, particularly for pedestrians.
- Speed limits should be considered for roads and lanes leading to countryside areas, which will ensure the tranquillity of these corridors as a 'gateway' to the countryside.
- New development should provide a balance on the competing needs on the existing road network.
- Public transport movement should be prioritised to and from the town centre.
- Integration between transport modes should be improved.
- Peak hour congestion should be managed
- Information and access to a range of car parks serving the town centre should be provided
- The quality and safety of the town's walking and cycling environments should be improved.
- Improvements to junctions to enhance public space and improvements to pedestrian movement and safety should be achieved.

5.4.2 Car Parking

In order to ensure that cars can be integrated successfully into any development, it is important that car parking is considered at an early stage. All parking strategies should seek to integrate well with the existing landscaped context of Maltby, and have a minimal impact on the environment and local character.

Various parking responses are acceptable and will differ across the Town in order to respond to the built and landscape forms. The developments will incorporate various parking typologies which will be positioned to relate to the street types mentioned in the previous section, as well as the associated built form.

All parking provision should seek to be policy compliant and should align with the requirements outlined in the Rotherham Parking Standards (Rotherham Metropolitan Borough Council, 2011). Developers are also encouraged to include sustainable vehicle technology to support parking, such as electric vehicle charging points where appropriate.

The different approaches to car parking typologies are illustrated in Figure 5.4.11 opposite.

On-street parking

Streets should be designed in such a way to enable on-street parking should it be required. Where on-street parking is delivered, it should be provided in small groupings to reduce its impact and presence on the street-scape. Landscape features and SuDs should be provided intermittently to help integrate it into the street-scene.

Demarcation of on-street parking should be sensitive to the local setting, with white lines being avoided where possible in favour of more subtle and appropriate methods, such as changes in hard landscaping materials. Subtle yet effective measures to strengthen the parking borders such as bollards, planters or barriers may be acceptable.

On-plot/ In-curtilage parking

In-curtilage parking includes parking spaces which are within the ownership boundary of residential dwellings. The spaces are reserved only for private access, and can be presented in several forms: private garage, front and side parking and private drive. In-curtilage parking offers an alternative to on-street parking, and when designed sensitively can help to reduce the visual impact of cars within the site and also provide better safety and supervision for the vehicles.

Parking can also be allocated in the rear garden as an alternative to the front (where the vehicle can be visually dominant) preserving the open space in front of the house and as a variety to the standard 6m setback in front garden parking spaces. On the other hand, parking spaces in front of the dwelling can create a private space that complements the front garden and the street scene.

A variety of these solutions should be implemented throughout new development.



Fig 5.4.8: Precedent on-plot parking



Fig 5.4.9: Precedent on-street parking

Design Code: Car Parking (PRKNG)

- Planning permission will only be granted for development incorporating adequate and satisfactory parking facilities including provision for motor cycles, cycles and for people with disabilities (or impaired mobility), based on the Borough Council's Standards included at Appendix 5 of this Local Plan.
- The provision of car parking needs to be carefully balanced to ensure that sufficient provision is made to meet needs.
- In-curtilage parking at the front of the dwelling should be encouraged, where the residents can view their own vehicle or park securely within a garage.



Fig 5.4.10: Precedent on-street parking

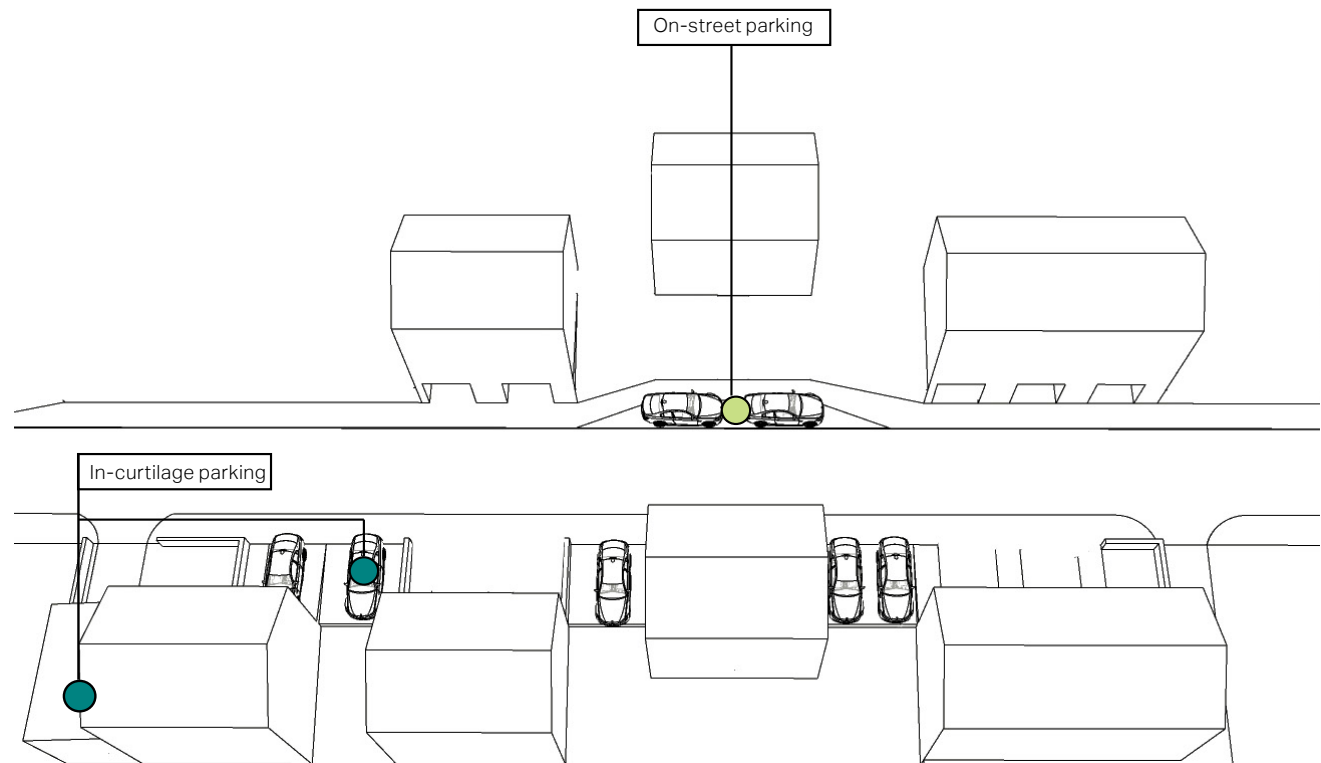


Fig 5.4.11: Indicative car park typologies

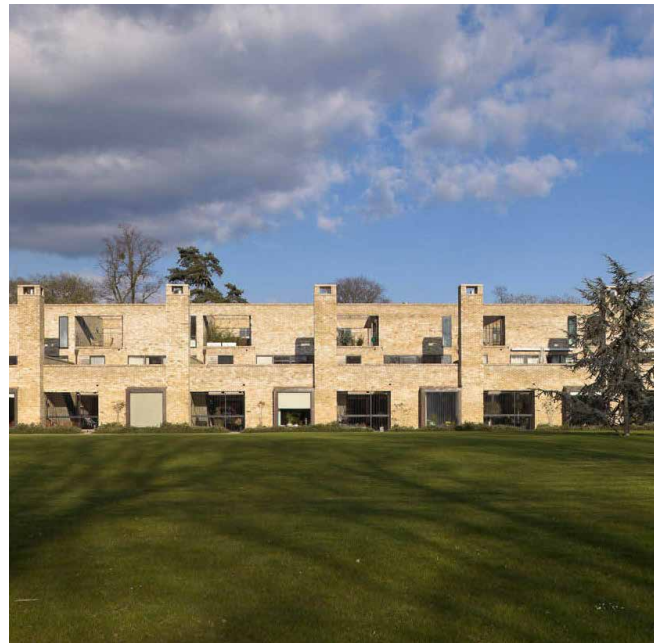
5.5 Green Infrastructure

5.5.1 Statutory and Non-Statutory Environmental Designations

Rotherham and Maltby in particular have a wealth of both statutory and non-statutory Environmental Designations. This is comprised of the network of green spaces, water bodies, biodiversity habitats and other natural elements. All of these places need to be well maintained to ensure they continue to meet the needs of the local people. Maltby is surrounded by the Green Belt and there are a number of Sites of Special Scientific Interest (SSSI), such as Wood Lee Common (SSSI), Maltby Low Common (SSSI) and Roche Abbey Woodlands (SSSI) within a close proximity or adjacent to the study area, which need to be carefully considered and respected by any new development.

There are two Regionally Important Geological sites (RIGs) in Maltby. R42 Roche Abbey and Nor Wood Caves is located to the south and R92 Maltby Wood Cave is located to the east.

Maltby Common and surrounding woodlands marked on Fig 5.5.2 are Local Wildlife Sites. Hellaby Brook and Maltby Dyke are local and strategic green infrastructure corridors. There are also numerous ancient woodlands within and surrounding the study area.



Design Code: Environmental Designations (GI-ED)

- Development should not result in any net loss of biodiversity, and should seek to provide net gains. Where there is unavoidable loss or damage to habitats, sites or features because of exceptional overriding circumstances, mitigation and compensation will be required.
- Development shall contribute towards the provision of green infrastructure and support biodiversity through integration of new wildlife habitats.
- Any development should enhance biodiversity and landscape wherever possible. This will involve restoring and increasing the total area of natural habitats and landscape features.

Fig 5.5.1: Precedents for the Maltby's public and open spaces

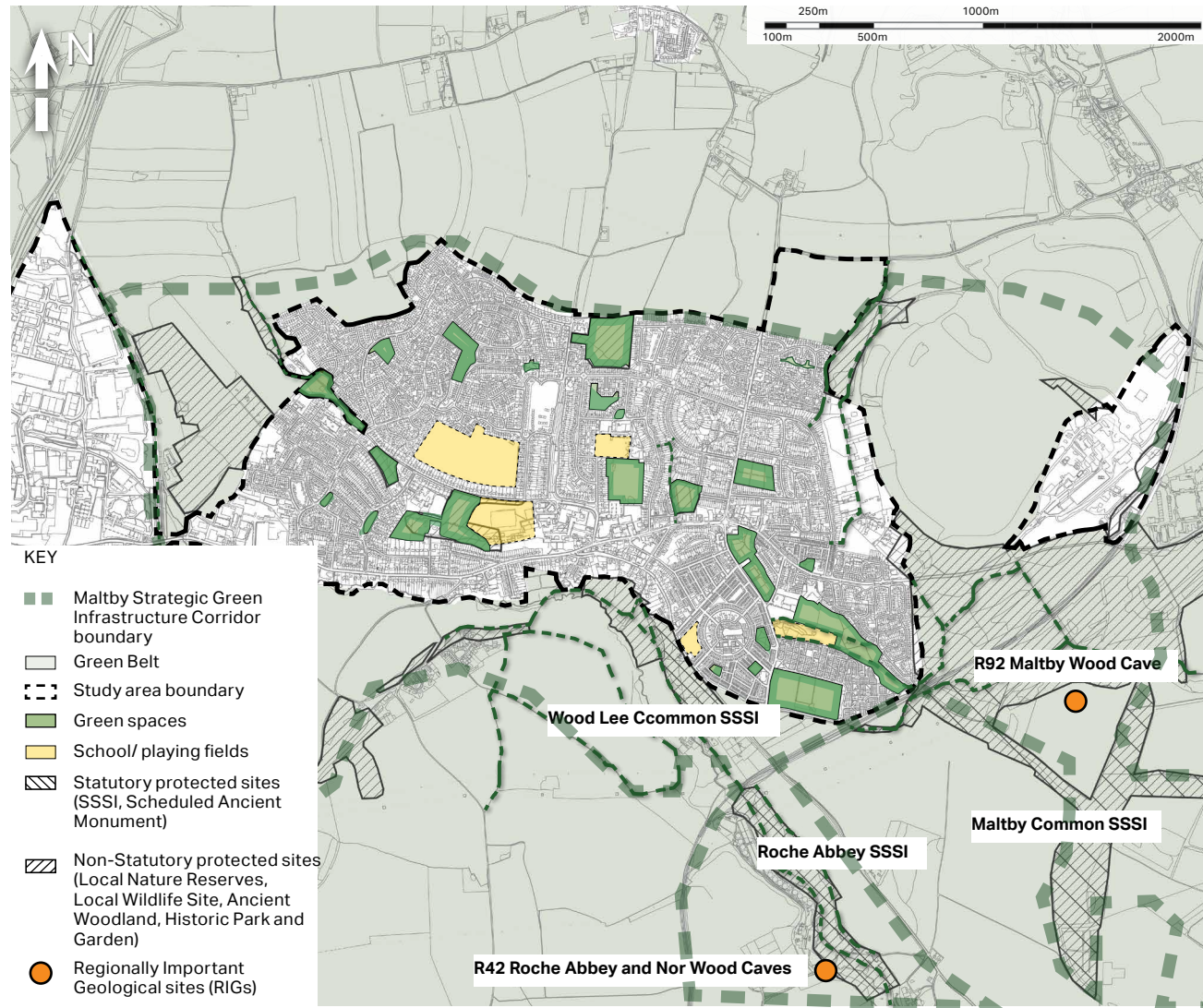


Fig 5.5.2: Maltby Open Space Plan

5.5.2 Open Space

Maltby has a number of allocated open spaces and playing fields (see Fig. 5.5.2). Any development should consider these open spaces as an integral aspect of the development’s layout. Where possible, any existing open spaces should be retained and enhanced, and developments should contribute to the enhancement of Maltby’s open spaces. Any new development needs to provide an complement and appropriate level and quality of open spaces.

Design Code: Open Space (GI-OS)

- Developments adjoining public open spaces should arrange main building façades and entrances to face the open space to enhance the character of the space, which will help create a sense of place, improve natural surveillance, and foster social interaction.
- Open spaces should offer a variety of uses related to the surrounding activities and buildings. Where play areas are required, these should not be isolated, but be located within short walking distances of housing and should promote natural surveillance with buildings overlooking them.
- Residential development schemes of 36 dwellings or more shall provide 55 square metres of Green Space per dwelling on site in accordance with the Local Plan Policy SP32 ‘Green Infrastructure and Landscape’ and Policy SP37 ‘New and Improvements to Existing Green Space’.

5.5.3 Woodland, Trees, Hedgerows and Biodiversity

Woodland, trees and hedgerows have a significant contribution to both the built and rural environment of Maltby. Some groups of trees and hedgerows in Maltby can be seen as a natural village boundary on the east and west of the town. Their visual amenity helps define the character of the borough. Development should seek to enhance and protect networks of high quality trees, hedgerow and woodland.

Development should seek to preserve and enhance trees and tree groups where appropriate. Selected existing trees along the parcel edges are to be retained to create a maturity of the place and define boundaries. Planting of trees is encouraged to help strengthen borders, especially to the west and south of the Site to help maintain the strong edges.

Furthermore, the loss of better quality / higher value trees within the site which would fail to enhance the green infrastructure and biodiversity should be minimised.

This Design Code acknowledges that many locals value the woodlands around Maltby as well as local wildlife sites and other open areas. The Design Code stresses the importance of green areas and supports ways and means by which local residents can connect more with the natural environment, even in the town centre.



Fig 5.5.3: Relationship between woodland features and development

Design Codes: Woodland, Trees and Hedgerows (GI-WTH)

- Developments should be designed to retain trees, particularly those of landscape and biodiversity importance, with a view to increasing tree cover
- According to the Hedgerow Regulation 1997, any good quality hedgerows classified as important should be protected and enhanced where necessary. This is known as 'Important Hedgerow'.
- The spacing of development should reflect the rural character and allow for long distance views of the countryside from the public realm. Trees and landscaping should be incorporated in the design.
- In outer Maltby, the rural character of the area should be preserved and enhanced through the retention of grass verges, hedgerows and trees and new plantings to improve biodiversity.
- Species choice should be predominantly native but not completely; 2:1 ratio would be appropriate to help build a tree population that supports UK wildlife but is also capable of responding to new disease and climate threats.
- Species like great crested newts, water voles, badgers, bats, nesting birds and their habitat are protected and must be considered by any development.
- The whole of the Parish of Maltby lies within a Strategic Green Infrastructure Corridor. For a

settlement of this size this situation is unique to Maltby.

- Provision of parks, allotments, green links, open green spaces and any proposals by which local residents can connect more with the natural environment, even in the town centre are encouraged by any development.
- Whilst it is not expected that all trees are retained on development sites given that trees can grow with defects that make their retention undesirable, any new development should put greater thought into tree retention and planting as part of proposals.
- The loss of better quality / higher value trees within the site which would fail to enhance the green infrastructure and biodiversity should be minimised.
- Tree planting should be considered everywhere across Maltby to connect residents with the natural environment.
- Green infrastructure corridors such as Hellaby Brook and Maltby Dyke play a particularly important role in both promoting access to the countryside as well as contributing to the settlement character and quality. These should be carefully protected and enhanced.



Fig 5.5.4: Trees and shrubs in Maltby



Fig 5.5.5: Hedgerows in outer Maltby

5.6 Safety and Crime Prevention

In accordance with Maltby Ward Profile 2019, recorded crime in Maltby is slightly above the Rotherham average. Therefore, it is important that the design of any future development will positively influence the occurrence of crime in Maltby.

The Design Code aims to enhance the safety and quality of life of the present and future residents of the Maltby area.

Every development should pay attention to crime prevention with active and passive measures.

New development should follow the established crime prevention design guides like Secured by Design. It is proven to suggest designs which promote more inclusive, sustainable, desirable and safer places to live and work.

The design of any future development should deal with anti-social behaviour. Any future proposal should consider safety and anti-social mitigations with the design. For example, layout and building orientations should allow overlooking and security, proper and sustainable street lighting, climbing aids, none-to-minimal rear access to properties, and avoid the creation of windowless elevations and blank walls immediately adjacent to public spaces. Where development is to be located in an area of extremely high crime, an area of defensible planting, good quality fencing and a clear definition of private and public may be required.

Design Codes: Safety and Crime Prevention (SFT-CRM)

- Any development should be designed in accordance with Secured by Design Guidance, Safer Places: The Planning System and Crime Prevention and other national crime prevention Design Guides.
- Vehicular and pedestrian routes should be designed to ensure that they are visually open, direct, well used and should not undermine the defensible space of neighbourhoods.
- Communal areas should be designed to allow natural surveillance from nearby dwellings with safe and accessible routes for users to come and go.
- The boundary between public and private areas should be clearly indicated.
- It is important to avoid the creation of windowless elevations and blank walls immediately adjacent to public spaces.
- Boundary walls, bins and fuel stores, street furniture, trees, low flat roofs and car ports or balconies should be designed to remove climbing aids to gain access into the property.
- New development should focus on 'Designing Out' crime both through active and passive tools to prevent crime.
- Designers should work with user first approach, yet with a comprehensive understanding of crime in Maltby.
- None of the anti-crime prevention interventions should be overbearing. The highest quality of the built environment, which is pleasant, accessible, active and inclusive should be achieved.

Fig 5.6.2: High-quality, active and well-overlooked spaces, will minimise anti-social and criminal activity



Fig 5.6.1: Bollards that are subtle yet effective safeguard streets and buildings

5.7 Ageing Population and Accessibility

As the global population is aging, any development in Maltby should respond to the fast-changing demographics and focus on Health and Well-being, Inclusion and Sustainability in order to achieve 'high quality' design and growth.

Design Codes: Ageing Population and Accessibility (AGPPL)

- Design of buildings and public spaces should be permeable and accessible to all including elderly and disabled residents and visitors. Extensive permeability should be avoided to tackle criminal and antisocial activity.
- Homes and communities should be flexibly designed to adapt to user needs;
- New development should provide options for self-care and self-support through digital connectivity; and support general health and well-being through the delivery of high-quality, considered design.
- New development should provide autonomy and independence for aging and disabled residents and visitors of Maltby through provision of necessary facilities and elderly-friendly urban design.
- Development of senior living and care homes is encouraged





NEXT STEPS

06

Next Steps

This document provides a series of design principles and design codes, together with recommendations for the potential site allocations and Focus Areas in Maltby. The report is based on high level reviews regarding the context, constraints, history and characteristics of the town. The reviews suggest that any future development should be in line with the local Town characteristics and the existing context. The general design principles and concept masterplan within the report will guide future developments in Maltby to respect the area, conserve the existing setting, heritage, links and townscape character.

The MNPSG is recommended to use this document to embed design policies within the Neighbourhood Plan to achieve the objectives set out in this document. Developers should also observe this document to understand the design quality they are expected to achieve.

Overall this document sets a holistic set of design principles, conceptual masterplans for development in Maltby, which will allow Maltby to protect and enhance its character and appearance for future development.

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