

## **INITIAL CONDITION SURVEY - PUBLIC REALM**

### **FOCUS - GENERIC & SITE SPECIFIC**

#### **STREETSCAPE**

- clear divisions between blocks of streetscape; categorise by street width and housing type as these have fundamental implications on main issues of bins and parking, pedestrian environment
- better areas of housing are acceptable, therefore expend effort on raising standard of terraced
- former SRB schemes now decrepit and not maintained (and undertaken in streets of particular width)
- highways land and therefore subject to Highways Act

#### **PUBLIC REALM OPEN SPACE**

- improve access - how?
- boundaries often back onto private land and have diverse and tatty boundaries
- link to branch line - aspiration
- mineral line is eyesore where forms ends of cul de sacs
- existing provision is well kept (except cinder path) but either on main road (Jackie Bells) or relatively inaccessible - but no more play provision needed (Melvyn)

#### **TRANSPORT ENVIRONMENT**

- main route through town is fragmented, lacks sense of place, runs down back streets
- Victoria Road is main link for all cul de sacs
- former level crossing serious eyesore
- gateways by default - all formed by railway lines

- some sections relatively high quality
- why is Dunstan Street blocked off?
- obvious history of lack of maintenance of both carriageway and footways

## SITE SPECIFIC IMPROVEMENTS (& STAKEHOLDERS)

REFERENCE	OPPORTUNITIES	CONSTRAINTS	STAKEHOLDERS
<b>1 KINGSLEY DRIVE OPEN SPACE</b>			
Create proper gateway/access on Kingsley Drive	Make entrance more obvious, cut back boundary hedging so can see into open space from road	☒ conflict with parking spaces? Public or private land?	GBC
Future links to mineral line (which would link to Cinder Track)	Continuous off-road trail from Cinder track, and onwards on mineral line/Ouse Dyke footpath - expanding permeability beyond constraints of loop road/railway lines and existing road layout	☒ agreement with NR to purchase/lease land of mineral line ☒ future maintenance of mineral line	Network Rail/GBC
Create link (on NCC land) to Chandos Street to link to PROW to Burton Road	Links existing footpaths to open spaces, off-road pedestrian opportunities to move beyond constraints of street layout and link recreational amenities (Ley St)	☒ NCC approval - maintenance covenant would be needed ☒ Creating undefensible spaces that might attract anti-social behaviour but could have gated access in daylight hours?	NCC/GBC
<b>Images - show route on masterplan</b>			

<b>2 VICTORIA ROAD LEVEL CROSSING</b>			
Replace palisade fencing with more appropriate boundary treatment/paint existing palisade fencing	Improve streetscape	☒ need to maintain boundary with NR land (unless mineral line becomes greenway)	Network Rail
Clear vegetation and create open space/gateway/garden?	Improve streetscape, create usable open space on what is currently waste ground and an eyesore on a key part of the approaches to the town	☒ agreement with NR to purchase/lease land of mineral line ☒ future maintenance	Network Rail/Community/GBC
<b>Images - Photoshop</b>			

<b>3 MINERAL LINE</b>			
Develop as off-road greenway	Boundary to permeability becomes link between isolated sections of town, onward links to Ouse Dyke footpath and Burton Road. Will also improve streetscape in cul de sacs where mineral line forms boundary and is eyesore. Recreational opportunity	<input type="checkbox"/> agreement with NR <input type="checkbox"/> future maintenance commitment <input type="checkbox"/> increased permeability reduces defensible space - crime issues? <input type="checkbox"/> amend pedestrian crossing across Victoria Road - puffin?	Network Rail/GBC/Police
<b>Images - Photoshop, photos of CLR/LLR</b>			

<b>4 CINDER TRACK</b>			
Remodel - prune/remove and replant trees, straighten out doglegs, replace street furniture (if there is a need for it), better gateways at ends of cul de sacs  Paint/replace boundary fencing with mineral line/live track	Usable, attractive and secure off-road open space link and recreational amenity,	<input type="checkbox"/> future maintenance commitment (unlikely to be increased from current levels) <input type="checkbox"/> ground levels - raise path to avoid damaging tree routes?	GBC/Community
<b>Images - Photoshop</b>			

<b>5</b>	<b>BOUNDARY TREATMENTS</b>			
<b>QUICK FIX</b>	<p>Address issues of unsightly and dilapidated boundaries between public realm &amp; stakeholder owned land and public realm and private land</p> <p>Address maintenance issues on public realm boundaries ie clear overhanging trees</p>	<p>Paint/replace fencing and boundary railings where form ends of cul de sacs and boundaries to other public realm space eg. car parking area, turning areas</p> <p>Maintain overhanging vegetation on boundaries with public realm</p> <p>Demolish unsightly remains of buildings - Ashwell Street school - temporary boundary hoarding?</p>	<input type="checkbox"/> future maintenance commitment	NR/NCC/GBC/Community
	<b>Images - Photoshop</b>			

<b>6</b>	<b>ASHWELL STREET SITE</b>			
<b>QUICK FIX</b>	SEE ABOVE			

<b>7</b>	<b>DUNSTAN STREET OPEN SPACE</b>			
	Redevelop defunct play area as parking/pocket park/play space/public square	Community input needed re aspiration and acceptable impact on residents - opportunity for community to inform future use	<input type="checkbox"/> Adopted highway, NCC agreement required if alter closure <input type="checkbox"/> Residents may object to increased use <input type="checkbox"/> Future maintenance <input type="checkbox"/> Anti-social behaviour if create more attractive space with seating etc?	NCC/GBC/Police/emergency services/Community

	<b>IMAGES - Similar play areas, play spaces, pocket parks</b>			
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<b>8</b>	<b>RANDOM POCKETS OPEN SPACE</b>			
<b>QUICK FIX</b>	Address issues of neglect/ownership/use eg. former car park Manvers St, ball park Deabill St, old garages	Improve appearance and maintenance, bring back into proper public realm use	<ul style="list-style-type: none"> <li><input type="checkbox"/> Funding issues to upgrade</li> <li><input type="checkbox"/> Residents may object to increased use</li> <li><input type="checkbox"/> Ownership?</li> </ul>	GBC/Landowners/Community

<b>9</b>	<b>VICTORIA ROAD (JACKIE BELLS TO LIDL) - STREETSCAPE</b>			
	Create sense of place and identity	Almost every cul de sac in Netherfield is accessed via Victoria Road - issues with parking, congestion, one way system, business and shop frontages need addressing to create clear route through and sense of place.	<ul style="list-style-type: none"> <li><input type="checkbox"/> adopted highway, protocol for carriageway alterations</li> </ul>	NCC
	Replace speed humps with plateaux	Would improve perceived and actual permeability across road	<ul style="list-style-type: none"> <li><input type="checkbox"/> cost of implementation - working on live carriageway causes disruption/cost</li> <li><input type="checkbox"/> speed reduction engendered too great?</li> </ul>	NCC
	Rationalise street furniture/paving materials, extend block paving beyond adoption line	Upgrade and give continuity to streetscape	<ul style="list-style-type: none"> <li><input type="checkbox"/> future maintenance cost of non-standard street furniture</li> </ul>	NCC
	Address maintenance backlog and white lining	Would have enormous impact on overall appearance of streetscape		NCC
	Upgrade shop frontages	Would have enormous impact on overall appearance of streetscape	<ul style="list-style-type: none"> <li><input type="checkbox"/> expenditure on private property</li> <li><input type="checkbox"/> getting agreements for unified approach</li> </ul>	NCC/Gedling/Landowner

	<b>Images - photoshop SP, and masterplan</b>			
<b>10</b>	<b>KENRICK ROAD/MORRIS STREET</b>			
	Upgrade streetscape for main route into town	Develop streetscape with clear direction and identity, emphasising priority of route and screening unsightly off-road premises through use of paving materials, consistency of boundary treatments	<ul style="list-style-type: none"> <li>☒ adopted highway, protocol for carriageway alterations</li> <li>☒ future maintenance</li> </ul>	NCC
	Rationalise layout of car park, boundary with footway and recycling centre	Screen car park, provide boundary to rear of footway, upgrade public realm, tree planting	<ul style="list-style-type: none"> <li>☒ future maintenance on adopted highway</li> </ul>	NCC/GBC
	Identify priorities of road layout at junctions	Build-outs/gateways at junctions with Chandos Street/Forester Street	<ul style="list-style-type: none"> <li>☒ future maintenance on adopted highway</li> <li>☒ impact on traffic flow</li> <li>☒ reducing available street parking</li> </ul>	NCC/GBC
	<b>Images - photoshop and masterplan, detailed plan</b>			

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	<b>Images - photoshop and masterplan, detailed plan</b>			

<b>11</b>	<b>LEY STREET OPEN SPACE</b>			
	Incorporate public realm open space into GI infrastructure network that includes mineral line, links to Cinder track and Kingsley Drive open space	Links to Chandos St via new ROW, play space, better use of resource	<ul style="list-style-type: none"> <li><input type="checkbox"/> future maintenance</li> <li><input type="checkbox"/> complaints from nearby residents</li> <li><input type="checkbox"/> capital funding</li> </ul>	NCC/GBC
	<b>Images - photoshop and masterplan</b>			

## STREETSCAPE IMPROVEMENTS

	<b>TYPE A1: Width less than 10.75m, predominantly terraced, no private frontages</b>			
	Installing private frontages or creating permanent bin stores on adopted highway land would create other issues; street width precludes all options without losing integrity of footway/ preventing free vehicle movement/losing parking.	<p>Communal bin stores/permanent personal bin storage off highway eg. car parks where they exist</p> <p>Limited opportunities for one way system which would free up some streets? But tends to increase speed.</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> adopted highway therefore change subject to legal protocol</li> <li><input type="checkbox"/> licences required for structures on or overhanging highway</li> <li><input type="checkbox"/> SU access required</li> <li><input type="checkbox"/> if alter kerblines also have to move drains and streetlights</li> <li><input type="checkbox"/> future liability for street furniture - NCC will not accept liability therefore covenants needed</li> <li><input type="checkbox"/> if opt for shared space, full carriageway construction over entire street - cost/disruption</li> </ul>	NCC/GBC
	Address issues of sense of place and ownership, overall definition to streetscape	Contrasting road surfacing and build-outs to define gateways into specific cul de sacs, tree planting	<ul style="list-style-type: none"> <li><input type="checkbox"/> loss of road space and parking</li> <li><input type="checkbox"/> future maintenance - SRB areas show how improvements look in 20 years, NCC will not take on additional maintenance</li> </ul>	

	External cladding  (Canopies - what does this gain? Need highway licence)	Assist with energy poverty/insulation	<ul style="list-style-type: none"> <li>☒ roof overhangs insufficient to protect cladding at top, requiring wall mounted protection and would detract from overall streetscape.</li> <li>☒ cannot afford to lose 100mm width from adopted highway - NCC may not agree</li> </ul>	
	Secure alleyways	Gating - where they don't currently exist	<ul style="list-style-type: none"> <li>☒ landowner agreements</li> </ul>	
	<b>Images - photosho, and detailed plans, section</b>			

	<b>TYPE A2: Width 10.75 - 12.5m, predominantly terraced, no private frontages</b>			
	See above - increased width gives more reconfiguration options, but still too narrow to provide frontages, footways, two way traffic and parking each side	See above	See above	NCC/GBC
	<b>Images - photoshop and detailed plans, sections</b>			

	<b>TYPE B2: Width 10.43 - 12.5m, predominantly terraced, private frontages</b>			
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	See above - increased width gives more reconfiguration options, but still too narrow to provide frontages, footways, two way traffic and parking each side. Private frontages should reduce bin issue	See above	See above	NCC/GBC
	<b>Images - photoshop and detailed plans, sections</b>			