

HIGH MALTON

North Yorkshire's New Urbanist Community

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FOR

THE FITZWILLIAM
MALTON ESTATE



Fig. 1: Artistic Render showing Typical Main Road in High Malton Proposal

REVISED DESIGN & ACCESS STATEMENT

REVISED DOCUMENT

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DESIGN STATEMENT

Fitzwilliam Estate believes in building community; interesting places where there is much to do and see. Places where a quick trip to buy a newspaper or pint of milk is a chance to meet neighbours and swap news. We believe in something different and offering people the opportunity to choose to use their cars less. We believe in the traditional art of town building. It is our vision that High Malton will become a place people will be proud of and people will want to move to.

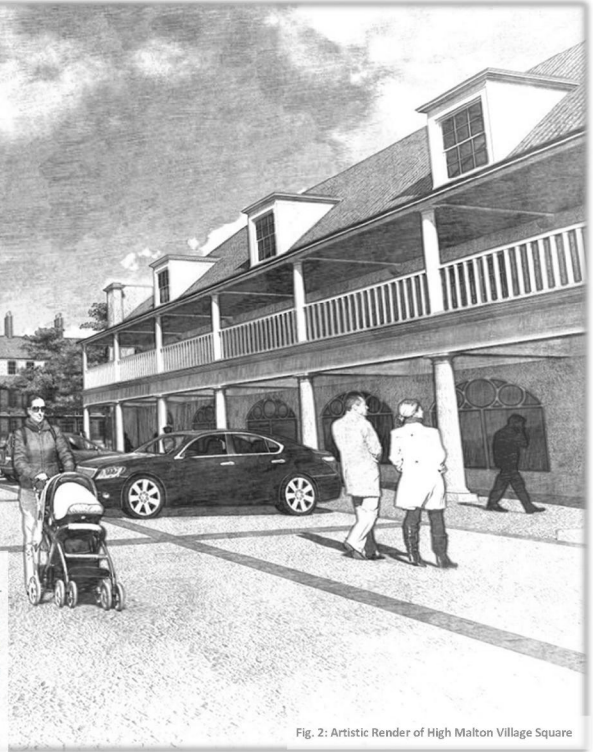


Fig. 2: Artistic Render of High Malton Village Square

1 | ASSESSMENT

1.1 | RESIDENTIAL DEVELOPMENT DESIGN QUALITY



Fig. 3: Example of well-designed housing in Poundbury

"This government recognises that our homes need to be well designed, of the highest quality and environmentally sustainable... what we build is just as important as how many homes we build"

(HM Government (2011) Laying the Foundations: a housing strategy for England, HMSO – p. 55)

In response to rising concerns about housing design over recent years the Government has sought to encourage house builders and Local Planning Authorities to challenge the standardised approach to housing estate design. This reflects a growing understanding that there needs to be a move away from the restrictive design and engineering requirements of recent years and their focus on motor vehicles instead of people and place building. Policies in the NPPF, supported by the CABE Building for Life document and Manual for Streets set out this change in direction for housing and estate design.

Vehicle-centric Expansion:

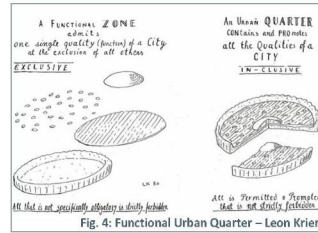


Fig. 4: Functional Urban Quarter – Leon Krier



Fig. 5: Peasey Hill, Malton



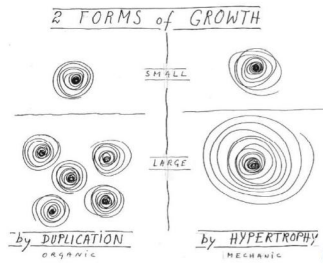
Fig. 6: Norton, North Yorkshire

This pattern of urban development is characterised by poor connectivity and low permeability. The layout is 'vehiclecentric' and usually based on single exits and entrances to urban blocs leading off from feeder roads. This effectively creates large cul-de-sac systems of disconnected blocks, each reliant on 'main roads' and junction technology. This design is based on car use to access amenities and places of work, effectively disenfranchising those without the ability to drive (the young and old), as well as reducing social interaction and cohesion – see Fig. 6: Norton.

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For some years now, the government through a variety of channels (CABE, Ministerial speeches, policy changes, i.e. NPPF, NPPG and Manual for Streets) has expressed concerns about what is being built in terms of urban design quality (for example, street environments dominated by cars) whilst seeking to stimulate house building, increasing affordability and also fuelling economic recovery. There are, however, wider issues that should be considered; those relating to the lack of child and adult activity resulting in obesity and issues relating to the mental health impacts of suburban development that create feeling of social isolation.

1.2 | NEW URBANISM – WHAT IS IT & WHY IS IT DIFFERENT



Many towns and cities in the UK (like the US) have grown outwards in the form of low to medium scale suburbs. These developments are predominantly mono-functional (i.e. residential with no commercial facilities) and built at densities where it is often unviable to offer public transport and commercial uses, such as convenience stores, cafes and public houses – the types

Fig. 7

of facilities that create vibrancy, community and offer opportunities for human interaction.

Suburban development took hold as a form of development in the Victorian era when people of means choose to move away from the congested and smoke ridden cities to the greener, cleaner and more pleasant edges of towns and cities. This trend continued and has accelerated to the present day; made possible by the availability of cars and the relative affordability of fuel. Over time, it creates sprawl. This is expressed in Krier's diagram of 2 Forms of Growth above – Fig 7.

Local and subsequent political resistance to sprawl often ironically reinforces this sprawling trend as it is politically unpopular for those engaged in planning to suggest a more comprehensive or

long term plan for growth in towns. As a result, towns grow incrementally, spreading further and further out from the core – yet all focused back on a core that is too far to comfortably walk to. Essentially, this form of planning sees field parcels occasionally released for development, followed by another and over time, maybe another – though with no eye to the bigger picture. This 'denial settlement growth' is symptomatic of local resistance to development and is common across the country. As a consequence it is difficult to develop a commercial or built form rationale for providing the types of settlements that offer the facilities, services and infrastructure that can enable people to work or study within walking distance of their homes; or have access to what they need on a daily basis.

In the case of Malton, this incremental growth has resulted in congestion within the town as the homes on the edge of the town can be at least 15 minute walk to the nearest shop, café, pub or health facility. All homes are reliant on the traditional centre but the homes are too far away for people to walk to these quickly and with pleasure. A walk into town from the edge of the proposed development site on Castle Howard Road into Malton town centre is possible but visually unrewarding.

Whilst this trend of sprawl is not as extreme as it is in the USA, it has happened and continues to happen here. However it has negative consequences for our health and wellbeing. People use their cars more and they walk less. They have fewer opportunities to interact with people others while car usage, particularly for shorter journeys, reduces air quality and increases local congestion. Reducing local car usage can have a significant impact on the quality of life in a community.

1 | ASSESSMENT

New Urbanism therefore proposes an alternative model of growth although it cannot fix everything. It proposes a quantum of development that can attract and sustain commercial and community uses. No one can guarantee that people will not use their cars, but people will have a choice if they have services and facilities on the doorstep within a short walk.

This new way of town building is how settlements originally grew.

Before the advent of railways and motor vehicles growing a settlement indefinitely was not logical as people would not be able to reach where they needed to go on foot. Instead, once a settlement reached its optimum size, a new one was created. London, for instance, is an amalgamation of a number of villages. This form of development is expressed on the left-hand side of Krier's diagram (Fig 7).

You may ask why we should adopt this model of growth now we have access to motor vehicles. The answer is this. Our earth is struggling with the amount of carbon we produce. Obesity is regarded as a major public health issue – the NHS is reportedly facing bankruptcy partly due to the strain on its funds associated with people's growing waistlines. Political instability and the finite nature of fossil fuels means that we cannot assume fuel supplies will always be plentiful or relatively affordable. Finally, and perhaps most importantly, even if we can fuel our cars with rainwater, this will not solve issues related to congestion on our roads.

New Urbanism for Malton is therefore about thinking about growth differently and revisiting and applying the same principles that originally created Malton. It is about creating a more sustainable form of development where people use their cars less, walk more and are more engaged in civic – or street life. It is about creating happier and healthier places to live.

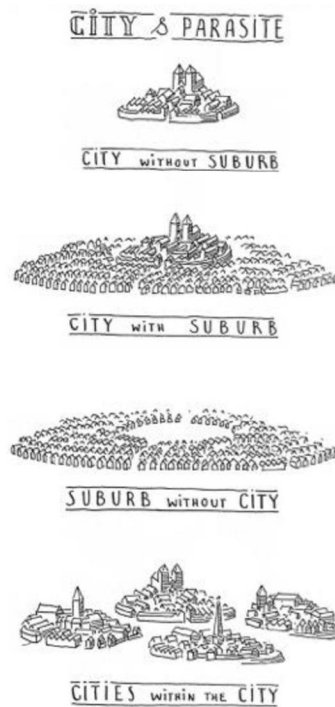


Fig. 8 – Leon Krier

Why are there not more New Urbanist developments if they are such a good form of development?

New Urbanism is still in its infancy in the UK but is growing in popularity in the USA as more people realise that continued suburban development creates more congestion, more time stuck in cars and more and more disposable income is spent on simply getting to places.

New Urbanism requires people to think differently and critically it requires a landowner that is willing to think differently, takes a significant interest in how their land will be developed and their reputation and legacy.

Towards a New Urbanism:

If Malton is to grow it is important not to continue the trend that it has so far been followed. The aim of the proposed development is the creation of another cell, or district, in the traditional historic manner. It would create not just another housing estate, but an identifiable part of the town ('High Malton' as a working title) that can satisfy its own daily needs, but will add variety and dynamism to Malton as a whole, without over-burdening its infrastructure.

The proposed development would follow a traditional form of urban planning: creating an interconnected and permeable street layout that makes efficient use of space within the settlement. The design aims to elevate the importance of pedestrians in the environment, and to better integrate vehicles into it - that is, not allowing them to simply dominate its design. This is an approach to urban planning that has been greatly successful in recent pioneering developments, most notably at the Poundbury development in Dorchester.

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The Principles of New Urbanism

The principles of New Urbanism can be applied increasingly to projects at the full range of scales from a single building to an entire community.

1. Walkability

- Most things within a 10-minute walk of home and work
- Pedestrian friendly street design (buildings close to street; porches, windows & doors; tree-lined streets; on street parking; hidden parking lots; garages in rear lane; narrow, slow speed streets)
- Pedestrian streets free of cars in special cases

2. Connectivity

- Interconnected street grid network disperses traffic & eases walking
- A hierarchy of narrow streets, boulevards, and alleys
- High quality pedestrian network and public realm makes walking pleasurable

3. Mixed-Use & Diversity

- A mix of shops, offices, apartments, and homes on site. Mixed-use within neighbourhoods, within blocks, and within buildings
- Diversity of people - of ages, income levels, cultures, and races

4. Mixed Housing

- A range of types, sizes and prices in closer proximity

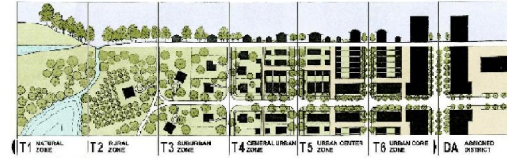
5. Quality Architecture & Urban Design

- Emphasis on beauty, aesthetics, human comfort, and creating a sense of place; Special placement of civic uses and sites within community. Human scale architecture & beautiful surroundings nourish the human spirit

6. Traditional Neighbourhood Structure

- Discernible centre and edge
- Public space at centre
- Importance of quality public realm; public open space designed as civic art
- Contains a range of uses and densities within 10-minute walk
- Transect planning: Highest densities at town centre; progressively less dense towards the edge. The transect is an analytical system that conceptualizes mutually reinforcing elements, creating a series of specific natural habitats and/or urban lifestyle settings. The

Transect integrates environmental methodology for habitat assessment with zoning methodology for community design. The professional boundary between the natural and man-made disappears, enabling environmentalists to assess the design of the human habitat and the urbanists to support the viability of nature. This urban-to-rural transect hierarchy has appropriate building and street types for each area along the continuum.



7. Increased Density

- More buildings, residences, shops, and services closer together for ease of walking, to enable a more efficient use of services and resources, and to create a more convenient, enjoyable place to live.
- New Urbanism design principles are applied at the full range of densities from small towns, to large cities

8. Smart Transportation

- A network of high-quality trains connecting cities, towns, and neighbourhoods together
- Pedestrian-friendly design that encourages a greater use of bicycles, rollerblades, scooters, and walking as daily transportation

9. Sustainability

- Minimal environmental impact of development and its operations
- Eco-friendly technologies, respect for ecology and value of natural systems
- Energy efficiency
- Less use of finite fuels
- More local production
- More walking, less driving

10. Quality of Life

Taken together these add up to a high quality of life well worth living, and create places that enrich, uplift, and inspire the human spirit.

(Information sourced from <http://www.newurbanism.org/>)

1 | ASSESSMENT

1.3 | POUNDBURY

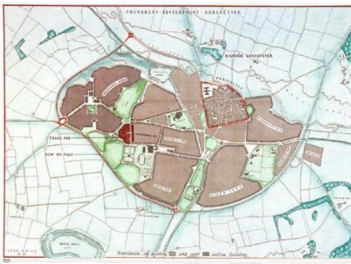


Fig. 9: Poundbury & Dorchester

Poundbury was the name of a farm on open land owned by the Duchy of Cornwall to the west of the Dorset County town of Dorchester (2011 pop. 20,000). It is immediately to the north of Maiden Castle, an iron-age hill fort and scheduled ancient monument.

A by-pass was constructed in 1988. Cutting past the town on the south it created a new natural boundary to the south and west of Dorchester (Fig. 9). The Duchy was preparing to sell the land as a conventional commercial development opportunity when Prince

Charles, the Duke of Cornwall, intervened to propose a radical and innovative new form of development. His interest in architecture and urban design had produced a TV programme and book, *A Vision of Britain* in 1989 and in the same year, Leon Krier, a leading designer and theorist of traditional urbanism, was invited to prepare a design for what would become Poundbury.

The proposed development was opposed by the Duchy administration as being too commercially risky and as a dramatic departure from established concepts of development. It was opposed by West Dorset District Council who feared such a large a suburb on the edge of a relatively small market town would overwhelm the road infrastructure and be a drain on Dorchester. The significant amount of commercial content proposed for in Poundbury caused worries about job loss in Dorchester. Finally, there was intense opposition from the Highways administration.



Accustomed to a conventional design of feeder roads and cul-de-sacs, the layout (especially the shared spaces and parking arrangements Fig. 10) was deemed to be dangerous to pedestrians.

The process of master-planning, persuasion and detailed design resulted in a start of building work in October 1993. The project is now more than half complete. It is home to 2500 people in 1250 houses. There are 1660 people employed within Poundbury in 140 individual businesses.



Fig. 10: Typical Block with Internal Parking

Once complete, Poundbury will occupy 400 acres of land (of which 150 will be reserved as open space) and be home to 5000 residents. By all accounts it has been a dramatic commercial success with properties selling at a premium over Dorchester. It has also been a pathfinder for popular sustainable development and has influenced government guidance on what is good housing and highways design.

It has been much criticised by the architectural and planning professions as pastiche and nostalgic but it is, in fact, exactly the opposite. It is boldly innovative in reconciling car use with a good public realm. Its layout and design encourage enjoyable and rewarding walking. Most importantly, and most unusually for a new 'housing estate', it is highly desirable as a place to live.



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Witold Rybczynski writes, "Despite the picturesque street layout, Krier's approach is not simply scenographic: It embodies the theories of the 19th-century Viennese architect and planner, Camillo Sitte. Sitte believed that the old cities which people admired were not happy accidents but were in fact designed according to principles no less specific than in the other arts. In *Der Städtebaunach seinen künstlerischen Grundsätzen* (1889), translated into English as *The Art of Building Cities*, Sitte provided a detailed urban design analysis of streets and squares in old Italian and northern European cities. "Modern city planning completely reverses the proper relationship between built-up area and open space," Sitte wrote. "In former times the open spaces—streets and plazas—were designed to have an enclosed character for a definite effect. Today we normally begin by parcelling out building sites, and whatever is left over is turned into streets and plazas."



In Poundbury, the layout of the buildings predetermines the road pattern, not vice versa. Roads are merely a way of getting around, not an armature within which buildings must tightly fit, as is the case with most planned communities. The first time I heard Krier lecture, many years ago, he talked mainly about parking. Krier's point was that whereas the principles of sound urban design were all known long ago—and did not need to be reinvented—the great challenge for the

modern city planner was how to accommodate the automobile.

This is as true in Britain as elsewhere: More than 77 percent of households currently own at least one car, (RAC data) and the ownership rate continues to increase. Krier's solution is not to banish cars to the periphery, or to separate them from pedestrians. In Poundbury, automobiles are everywhere: The interiors of the blocks have parking courts with open-air stalls, car ports, and garages; there is parallel and head-in street parking, and some of the apartment buildings integrate on-grade protected parking. But it didn't feel as if the cars had taken over. For example, although several cars were parked in front of The Poet Laureate, the little square didn't resemble a parking lot. There were no white lines, no signage—people parked willy-nilly, where they



wanted. On Saturday night the square was full of cars, but on Monday morning it turned back into an empty plaza."

Witold Rybczynski, *Behind the Façade of Prince Charles's Poundbury*
Journal of the American Institute of Architects, December 2013



Fig. 11: Poundbury Phase 1 Complete

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1.4 | GENERAL & DESIGN POLICY CONSIDERATIONS

National Planning Policy Framework (2012)

National planning policy is set out in the National Planning Policy Framework (NPPF) March 2012. The overarching objective of the NPPF is the delivery of sustainable development supported by the planning system with a presumption in favour of sustainable development. To achieve this new development should:

- Be located and designed to: give priority to pedestrian and cycle movements, and have access to high quality public transport facilities; and create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones (Section 4)
- Deliver both market and affordable housing in a way which is reflective of local need (Section 6).
- Attach great importance to the design of the built environment. Good design should contribute positively to making places better for people (Section 7).
- Contribute to and enhance the natural and local environment by (Section 11).

National Planning Policy Guidance (2014)

The National Planning Practice Guidance that supports the NPPF sets out, in detail, the principles of good design.

For new residential development, the Guidance states that well-designed housing should be functional, attractive and sustainable. It also states the affordable housing should be indistinguishable from private housing and not banished to the least attractive part of individual sites. Furthermore, it describes how contextual consideration should be given to the provision of suitable servicing and parking areas.

In terms of access, guidance aspires to achieve inclusive environments, with the following identified as relevant considerations for new development:

- 1) Proximity and links to public transport.
- 2) Parking spaces and setting down points in proximity to entrances.
- 3) The positioning and visual contrast of street furniture and the design of approach routes to meet the needs of wheelchair users and people with visual impairments; and
- 4) Whether entrances to buildings are clearly identified, can be reached by a level or gently sloping approach and are well lit.

The National Planning Policy Framework requires a good standard of design to be achieved. Yet it is sometimes less clear to understand or define what constitutes ‘good design’ and how objective, rather than subjective assessments of the urban design qualities – or deficiencies of a proposed development can be reached. Objective assessments can help to determine whether a scheme complies with national and local design policies. Design quality indicators such as Building for Life 12 enable us to objectively review proposals identifying areas of strength and weakness.

Building for Life 12 is the only design quality indicator endorsed by government to measure the quality of residential led development.

Building for Life (BfL)

Building for Life (BfL) is the industry standard for well-designed homes and neighbourhoods endorsed by government. BfL is aligned to both National Planning Policy Framework and National Planning Practice Guidance. It is also being adopted and used by an increasing number of local authorities and developers to demonstrate or challenge urban design quality. The robustness of BfL is

By using Building for Life 12 as a tool throughout the design process, you can demonstrate compliance with the National Planning Policy Framework and Planning Practice Guidance

Building for Life 12	Links with National Planning Policy Framework (2012)	Links with Planning Practice Guidance (2014)*
Integrating planning and development		
1. Connections	5, 41, 61, 75	006, 006, 012, 015, 022
2. Facilities and services	38, 39, 70, 73	006, 014, 015, 017
3. Public transport	3, 13, 39	002, 014, 022
4. Meeting local housing requirements	9, 47, 50	014, 015, 017
Creating a place		
5. Character	17, 56, 58, 60, 64	006, 007, 015, 020, 023
6. Working with the site and its context	9, 10, 17, 21, 51, 53, 55, 59, 71b	002, 007, 012, 020, 023
7. Creating well defined streets and spaces	58	006, 012, 021, 023
8. Easy to find your way around	58	022
Street and Home		
9. Streets for all	35, 58, 60	006, 006, 012, 022, 042
10. Car parking	39, 58	010, 042
11. Public and private space	51, 58, 60	006, 007, 020, 010, 015, 016, 018
12. External storage and amenity	58	040

Generally:
NPPF: 03, 05 – 08, 63, 64
PPG: 001, 004, 005, 020, 031 – 038 (BfL12 is designed to be used to support consultation and community participation. It can also be used to guide masterplans, design codes, frame pre-application discussions and Design Reviews, structure Design and Access Statements, support local decision making and if necessary justify conditions relating to detailed aspects of design, such as materials).

*paragraph references within ‘Design’ guidance category.

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demonstrated by its cross political support. First launched in 2001, BfL has been supported by both the previous Labour and current Coalition administrations. It has support from both Conservative and Labour ministers.

BfL consists of twelve questions, with four questions in each of the three sections and these relate well to the 10 principles of New Urbanism:

Integrating into the Neighbourhood	Related Principles of New Urbanism
1. Connections	2. Connectivity / 1. Walkability
	8. Smart Transportation
2. Facilities and Services	1. Walkability
	3. Mixed Use and Diversity
	6. Traditional Neighbourhood Structure
3. Public Transport	1. Walkability
	8. Smart Transportation
4. Meeting Local Housing Requirements	3. Mixed Use and Diversity
	4. Mixed Housing
Creating a Place	
5. Character	5. Architecture and Urban Design
6. Working with the Site and its Context	5. Architecture and Urban Design
	9. Sustainability
7. Creating Well-Defined Streets and Spaces	1. Walkability
	5. Architecture and Urban Design
8. Easy to Find your Way Around	6. Traditional Neighbourhood Structure
Street and Home	
9. Streets for All	1. Walkability
10. Car Parking	1. Walkability
11. Public and Private Spaces	5. Architecture and Urban Design
12. External Storage and Amenity Space	5. Architecture and Urban Design

Manual for Streets (MFS1 & MFS2)

Guidance for the design of residential roads is set out in the Departments for Transport/Communities and Local Government publication 'Manual for Streets' (MFS1) (published in 2007) and its companion guide 'Manual for Streets 2: Wider Application of the Principles' (MFS2) published in September 2010. The aims of the document are to bring about a transformation in the quality of streets and represent a fundamental culture change in the way streets are designed and adopted. MFS provides guidance in order that streets can be designed to:

- 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;
- Be attractive and have their own distinctive identity;
- Be cost-effective to construct and maintain; and
- Be safe.

Manual for Streets advocates inclusive design and its principles, which are to:

- Place people at the heart of the design process;
- Acknowledge diversity and difference;
- Offer choice where a single solution cannot accommodate all users;
- Provide for flexibility in use; and
- Provide buildings and environments that are convenient and enjoyable to use for everyone.

Local Planning Policy Context

The Ryedale District Local Plan 2002 has been replaced by the Local Plan Strategy (2013) and the accompanying Proposals Map will be replaced by the Local Plan Sites Document which is currently being drawn up.

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- Policy SP11 supports proposals for the provision of new community facilities or services.
- Policy SP13 relates to landscape character stating specifically the development proposals should contribute to the protection and enhancement of distinctive elements of landscape character.
- Policy SP14 seeks to conserve restore and enhance biodiversity and environmental systems to enhance the attractiveness of places and to support healthy lifestyles.
- Policy SP16 details high standard of design requirements for new development. To reinforce local distinctiveness development should respect the context provided by its surroundings.
- Policy SP17 relates to sustainably managing air quality, land and water resources.
- Policy SP18 requires all development to play a key role in reducing carbon emissions and improving building sustainability.

1.4 | SITE & CONTEXTUAL ANALYSIS

Current Use

The majority of the proposed development site is currently used as arable agricultural land – Fig 12. There is also a veterinary clinic situated at the northeast corner of the site, which makes use of some of its adjoining paddocks for horses – Fig 13.



Fig. 12

The eastern edge of the site is the existing suburb surrounding Castle Howard Drive. This suburb is currently the most western point of modern residential expansion from Malton.



Fig. 13

The western limit of the proposed development is formed by the A64 bypass and its attendant deep cutting. This boundary is given still greater visual presence by the HT electricity pylons that bisect the south-west corner of the site – Fig 14. Combined, there is a practical and visual barrier to any further westward expansion.

To the north and south, the proposed site borders Middlecave Road and Castle Howard Road respectively.



Fig. 14

The topography of the site is that of an elevated plateau. It is (despite the amputation of the A64 by-pass cutting) the easternmost ‘toe’ of the Howardian Hills as they rise gently to the northwest and away from Malton. It is naturally well drained and at no risk of flooding.

Context

Malton is an amalgamation of three different settlements: Old Malton, New Malton, and Norton –



Fig. 15.

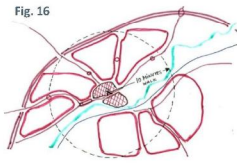
Historically, settlement growth has reproduced a traditional, ‘cellular’ growth expansion. In a low energy use world, settlement pattern focuses on local availability, walkability and connectivity.

Historically, settlement cells have rarely grown larger than 800m across – or about a 10 minute walk. In principle, residents could meet all their daily needs within their settlement cell – or district. This function can most clearly be seen in the single-cell structure of a healthy village (with a church, school, shop, pub, etc) but was equally applied to the larger and more complex patterns of town life. Larger towns would have been an aggregation of ‘villages’.

Good direct connectivity between different cells of a town can also allow for added variety and vibrancy within the town as a whole. Local self-sufficiency for the every-day facilitates the ability for certain cells to become more specialised. The town centre can thus be enhanced with a greater variety of shops and goods, or other districts can become specialized in certain goods (e.g. jewellery quarter).

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Concept



The first step involved an exploration of the wider scale of Malton/Norton (against a 10minute walk from the centre – Fig. 16) and an analysis of sprawl pattern. The historic ‘cells’ are clearly visible but sprawl has been most extensive south away from Norton, between Old and New Malton and spreading west from Malton (Fig. 17).

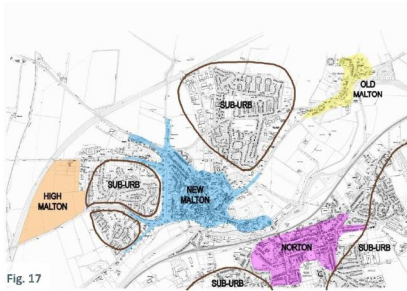


Fig. 17

The primary focus of the High Malton site was on the creation (over many decades) of a new urban cell – a community to the west of Malton but acting as part of the larger settlement of Malton-Norton. This new community would integrate all the existing and proposed development as a single self-sufficient entity of ‘West Malton’.

Instead of sprawl, it would have four distinct quarters based around the East-West axis of Castle Howard Road – two existing in the east and two new developments to the west (Figs 18, 19 & 20).

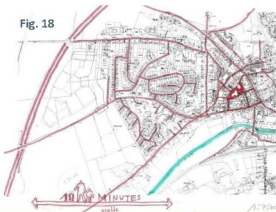


Fig. 18

Integrating these individual components will require a significant contribution of high quality urban space and community facilities (shops, schools, etc.) and the logical location places these along a shared new North/South Village Green stretching from Middlecave to York Road. This place of significance will be expressed in the architectural design and feature/orientation buildings.



Fig. 19



Fig. 20

Malton High school is already on the north end of the Village Green and the proposal for High Malton will seek to place the Village Square and other public buildings (such as a retirement home) along the same Green.

The Village Green will also contain the majority of the existing mature trees on the site and their retention will give the new development an instant enhanced character.

A site of a new Primary School is being made available on the Green south of Castle Howard Road as part of the long term story of the evolution of West Malton as a sustainable 4-quarter community.

It is hoped that, with time, the existing developments will develop better and finer internal East-West connections (Fig. 20).

Figures 16, 18, 19 and 20 concept sketches by Leon Krier.

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Design

The proposed development incorporates the new North-South Green. The formation of public space requires good frontage buildings and the proposal involves the ‘completion’ of the existing suburban development to the east with a string of detached houses of similar form and scale.

The new Village Square is then located at the middle point of this part of the Green – the highest point on the site. The location is also next to a group of substantial trees (approx. 25m high) which will straddle the Green and form a functional and visual point of significance along it.

The west and south edge constraints of the A64, HT power lines and Castle Howard Road are to be softened with extensive planting and the remainder of the development was gridded out with 90m urban blocks as indicated on the initial plasticine model (Fig. 21).



The proposed development is designed to radiate as two principal routes; one facing north-west and the other south-west. They focus on the central tower of the Village Square but will catch the sun’s light in quite different ways to add to their particular individual characters. The traditional scale and form of the orientation tower (a modest church spire – 100ft) will aid in the overall legibility of the settlement (Fig. 22 & 23).

The main routes were carefully composed and based on traditional village streets of defined building lines, wide verges and shared central space. See illustrations of surrounding north Yorkshire villages below.



Sprawl, due to its internal branch like road systems, tends to meet its edges with the back of houses and the clutter of rear gardens facing the open countryside beyond (see photo right). A key concept of New Urbanism is the interface of town and country and the proposal for High Malton treats the countryside beyond with respect; main facades, front doors and its public realm, including the proposed new woodland strip.



Traditional urban structure tended to produce a variety of architecture, scale and roofscape. Important buildings tended to be taller or centrally located within spaces to differentiate them from the fabric buildings around them. Wider spaces in towns also require taller buildings to give them containment and proportion. The design proposal, based on that of a traditional village, is composed mostly of 2-storey village scaled buildings. The Village Square and Green are designed to be of a different character and to address a wider scale of space and context.

2 | INVOLVEMENT

2.1 | COMMUNITY & STAKEHOLDER INVOLVEMENT

A comprehensive engagement process has been undertaken including:

- The site was promoted through the SHLAAR process and was assessed to be suitable for residential development by the Council. It continues to be promoted through the Strategic Local Plan Sites and Allocation document process.
- Pre application meetings and discussions with Ryedale District Council;
- Meetings and discussions with statutory consultees;
- Public exhibitions;
- Stakeholder Events targeting the local MP, Ryedale Councillors, Town Councillors, local business representatives, nearby residents and Malton School;
- Press releases and briefings;
- Web site, including a filmed presentation of the proposed development; and
- Targeted meetings with resident groups and stakeholders.

Full details of the consultation process and comments received can be found in the Consultation Statement submitted with the planning application.

A range of materials were used to present and explain the proposed development, including a formal presentation by the Masterplanner for the scheme Leon Krier. Feedback at the events broadly positive in relation to the overall approach to the design, however, it was clear that a number of key issues were of concern to the community. These include:

- Highways and impact on the wider network as a result of the proposed;
- Noise and air quality impacts from construction and additional traffic;
- Impact on the AONB;
- Infrastructure capacity and the ability for the sewage works and other key infrastructure providers to cope; and
- Schools and healthcare and the impact of additional residents on key services.

Some of these issues had already been addressed through detailed pre-application discussions with statutory undertakers including the local water company. Others, such as highway impacts are being dealt with, both by the nature of the proposed development which encourages accessibility and reduced needs to utilise a motor vehicle, and through the planning application process whereby highway, noise and air quality impacts are being addressed through ongoing consultation with the Council.

Others have helped to inform the emerging design of the proposed with discussions ongoing regarding both a site for a new school and the possibility of providing additional doctor surgery support on site, subject to demand and funding.

With regards to the proposed design of the scheme and impact on the AONB, this is clearly a key issue and is in part being addressed through the additional landscape and visual assessment along with the structural landscaping required to mitigate the impact of the proposed. This includes the implementation of the structural landscaping at year 0 and careful phasing of the development. Beyond this, further detailed assessment can be carried out at the reserved matters application stage at which point the detailed design and materials proposed can move from indicative to detail through continued engagement with the Council and wider stakeholders. It remains the case that the high quality design of the proposed along with the significant green and landscape areas ensures that views from the AONB are mitigated.

Our confidence in the quality of the schemes design and its benefits is such that an independent review of the development has been commissioned by Stefan Kruczkowski.

3 | DESIGN

3.1 | BUILDING FOR LIFE ANALYSIS

This assessment of the proposed development at High Malton is based on the framework contained within the Building for Life 2012 (BfL12) document published jointly by three partners, CABI at the Design Council, Design for Homes and the Home Builders Federation. The purpose of the document is twofold.

A. "...to reflect our vision of what new housing developments should be: attractive, functional and sustainable places. Redesigned in 2012, BfL12 is based on the new National Planning Policy Framework and the Government's commitment to build more homes, better homes and involve local communities in planning."

B. "BfL12 is also designed to help local planning authorities assess the quality of proposed and completed developments; and as a point of reference in the preparation of local design policies."

The assessment is divided into 12 topics and a given scheme can be marked on a traffic light grading of red, amber and green with green being the highest.

1. CONNECTIONS

- The proposed development has been considered as part of the overall pattern of growth within and around Malton (see Fig. 24). Figure 14 shows the cellular nature of this growth with the long standing settlements of Old Malton, Malton and Norton clustered on transport connections and junctions of road, river and rail.
- Figure 16 shows how post 1945 growth has moved away from the historical and sustainable pattern. The creation of the modern suburbs is

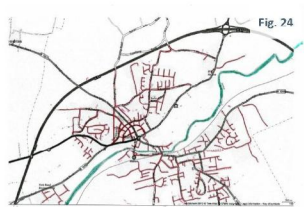
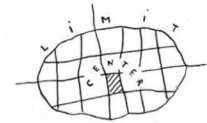


Fig. 24

URBAN PATTERN



URBS
BOURG
LIEU
OAT
STADT
TOWN
CITY

CENTER OF THE WORLD

ANTIURBAN LABYRINTH



SUB-URB
FAU-BOURG
DAN-LIEU
VOR-ORT
TRABANTEN-STADT
TOWNSHIP
SATELLITE

THE ARSE OF THE WORLD Fig. 25

based on restricting connections for the benefit of car users at the expense of pedestrians, the old and the young. Low density, distance and the creation of 'branch effect' road systems (see Leon Krier figure 25) further discourages walking.

- Traditional cellular growth forms a matrix of main intercellular connecting routes augmented by a dense web of capillary routes and connections between. The layout of High Malton is based on a greatly enhanced and dense internal connectivity. Arranged on a hierarchy of external connections, internal 'structural' routes and a dense system of interconnecting minor routes for pedestrians and vehicles.
- The location of the proposed High Malton development seeks to return the town's growth pattern to the old sustainable form. Through its internal layout it seeks to enhance the western suburbs with a greater connectivity that will, with time, re-urbanise the suburban pattern immediately to the east.
- The proposed development has been generated from a consideration of local and town wide connections. It has its own character but works with its neighbours and will act as a sub-focus for Malton's western growth.

3 | DESIGN

- The development, based on traditional patterns of movement and connection, enhances the ability of surrounding residents to move through and to create a much more walkable neighbourhood.
- No existing routes are blocked and connections being created will be attractive, direct and safe.
- The proposed new routes and connections are directed through the heart of the new development and along frontages rather than through rear areas.

2. FACILITIES AND SERVICES

- The westward expansion of Malton has taken the form of suburban infill between Middlecave and Castle Howard Roads. The proximity of the town centre perhaps excuses the lack of substantial local shopping but the locations of Malton School on Middlecave Road and the nearby Community Hospital are substantial assets.
- The western parts of Malton need a local primary school and enhanced GP surgery facilities.
- The proposed development has as its principal aim that of the creation of another cell, or community...an identifiable part of the town...that can satisfy its own daily needs.
- The western expansion of Malton into High Malton would create both a sustainable new community and provide sufficient mass to create and sustain a small element of local shopping and a site for a new primary school on Castle Howard Road (a site is being made available). The numerous elements of 'employment use' could be used as medical facilities if funding became available.
- High Malton is designed as a walkable community with uses mixed through its fabric. Housing forms the main element but, close to hand will be the Village Square (pub, shop, village hall and civic space), employment opportunities and recreational facilities (play, relaxation and allotments).
- The Village Square, although located centrally within the development, will be set in the open wider context of the north-south village green. This allows for recognition and easy access from the new settlement and from existing adjoining areas off Middlecave and Castle Howard Road.
- The Village Square is to be designed as a distinctive vibrant place with a concentration of public uses. Integrated into the development at the head of major internal roads and alongside the

Village Green it will be of a distinct architectural scale and character. It will incorporate taller elements, visible from within the proposed development and acting as orientation landmarks.

3. PUBLIC TRANSPORT

- The proposed development is located between Middlecave Road and Castle Howard Road. Castle Howard Road has an existing bus route into Malton and beyond and the development presents a long frontage to accommodate the maximum number of homes near the route.
- The proposed development presents a 500m frontage to Castle Howard Road maximising the number of homes close to an existing bus route (182). This service connects the villages to the west of Malton with the town centre. It runs 4 times per day but it is likely that the increased passenger numbers generated by the High Malton development will cause this service to be improved.
- The internal layout of the proposed development has been designed to maximise walking permeability. This layout promotes pedestrian travel directly between destinations (Home to shop, bus stops, etc.).
- The development proposes the incorporation of several points of employment use distributed throughout the site but placed within the fabric. It is hoped to accommodate a variety of tasks from business start-ups, live/work units and functioning businesses.
- Taking into account the 90/10% split already agreed with RDC to disconnect Middlecave and Castle Howard Roads to private cars, it is nevertheless feasible (through rising bollards) to allow for an extended and more viable bus service to connect through.



Fig. 26: Indicative Elevation to Castle Howard Road

4. MEETING LOCAL HOUSING REQUIREMENTS

- The existing housing mix in Malton is generally dominated by 19th century construction with a preponderance of smaller properties. Immediate post war development has added a number of housing estates typical of that time, augmented by a few more recent housing developments.
- The Fitzwilliam (Malton) Estate is the owner and landlord to many of the older town centre homes. The Estate maintains and re-furbishes these buildings as an intrinsic part of its activities.
- The surrounding villages are very attractive and contain a variety, if modest quantity, of attractive homes. Continued occupation is car dependent and it seems likely that an aging population could be attracted to a similarly attractive but more convenient environment (with a shop, public facilities and good public transport) in High Malton.
- High Malton is planned as an entire community. A variety of housing types, sizes and tenure will encourage full inclusivity.
- High Malton will have a significant proportion of self-build (serviced plots) and custom homes to encourage entrepreneurship, self-reliance and affordability.
- It will have a centrally located retirement home, as well as smaller Lifetime Homes for the elderly and those downsizing to rebalance the wider housing market, reducing the need for conventional affordable homes.
- The majority of the houses (although of different types & sizes) will be delivered as market properties. The project will be constructed on a phased basis to match need to delivery over time.
- There will also be a significant element of affordable homes scattered (pepper potted) throughout the development. These properties will be visually indistinguishable from market housing.

5. CHARACTER

- High Malton aims to create a new named cell to the existing cluster of Malton /Norton.
- Like Norton and Old Malton, High Malton will have its own distinctive character based on an armature of landscaping and frontage buildings in emulation of the villages around Malton.
- The site is enclosed on the west by the A64 by pass (in a cutting) and on the east by the 'back' of the suburban development. It is level ground, there are few mature trees and the area in general lacks a distinctive character. The layout of High Malton puts these disadvantages to use insofar as it completes the adjoining suburb with a face along its eastern edge. This faces onto a long North-South green along which is the new High Malton Village Square. The western edge is treated as a frontage (akin to riverside, sea frontage, etc.) with facing houses, and a public realm that incorporates a deep screed on tree planting.
- Internally, the emulation of North Yorkshire village structure and aesthetics is continued with wide grass roadside verges, low frontage buildings with back lanes and approach roads defined by sweeping building lines. The architecture will adapt from the same pattern of traditionally plain but robust design and distinct details. Attention will be paid to building proportions and materials will be limited to local stone, brick, render and, generally, clay pantiles. The locally distinctive gable parapets with eaves brackets will be a regular feature.
- The development will, within the regular 'village' fabric, incorporate a distinctive 'town' appearance at the Village Square and along the western face of the north-south Green. This will enrich the experience of the new development, reinforce a variety of character and aid in internal navigation.

3 | DESIGN

6. WORKING WITH THE SITE AND ITS CONTEXT

- The site is on a flat spur of higher ground attached (except for the by-pass cutting) to the Howardian Hills to the west. The same spur continues east and is the foundation for the town of Malton as it rises from the river valley.
- It is the western edge of the Malton- Norton urban group with intermittent views north to the Moors and south to the Wolds.
- The site itself is generally flat with few features except for the fine veterinarian's surgery building and a few mature trees – all to be retained. Negative aspects include the adjoining A64 by-pass and the crossing line of HT power lines and pylons.
- The north-south Village Green is a key component of the proposed design. It exploits the main grouping of mature trees to establish an early sense of place. The veterinarians building will be reused as a 'gateway' structure on Middlecave Road where it will enter High Malton. It also frames views to the south and forms a linking piece between the existing housing to the east and the new development on its western side.
- The Green allows the new development to be a considerate neighbour to the houses on the east by the creation of a similarly scaled chain of two storey 'villas' that reface and complete the existing development. These villas will form the eastern edge of the Green but will be constructed with access points to facilitate future permeability to the east and the unification of the two halves on the spine of the proposed Village Green.
- The existing agricultural use has denuded the hedgelines and scope for wildlife habitat. The proposed development will create, along with extensive tree planting in the Village Green, a deep band of woodland strip and wildlife hedging along Castle Howard Road and along the A64.

7. CREATING WELL DEFINED STREETS AND PLACES

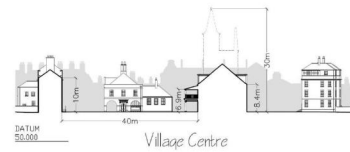
- High Malton has been designed from the outside in. It has been laid out as a figure (built areas) and ground (public realm) composition. There is no 'left-over' space.

- The effect is the creation of an intersecting web of well-defined streets and spaces in a strong pattern of varying character.
- The definition of simple 3-stage hierarchy of Village Green, Village Square and the two principal radiating spaces (NW & SW) forms the urban structure of High Malton. It will be held together by orientation structures along the Village Green. One would be located at the south end on Castle Howard Road, one in the Village Square (and providing a focus for the principal radiating spaces) and the last at the north end approach to Middlecave Road.
- Road carriageways are located throughout the public realm without defining it. The public spaces vary in width, they open and close in the distinct street walls typical of North Yorkshire villages and further afield. The areas between are a composition of equally irregular and swept roads (to naturally reduce speed) grass verges and paved areas.
- The variety and hierarchy of spaces within the proposed development is expressed architecturally and in keeping with a proportion of open space to enclosing buildings eaves heights.
- Village Green – 50m wide with 12.5m buildings on the west side (1:4) and 8m on the east side



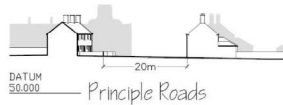
villas (1:6)

- Village Square – 40m wide with a variety of buildings from 10m (1:4) to 6.5m (1:6). Excluding orientation tower working on the length of the Village Green of 200m each way [1:6 minimum giving a height of 33m]

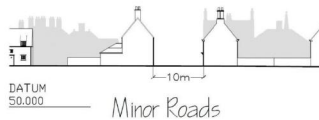


3 | DESIGN

- Principle roads [Typical] – 20m wide with enclosure buildings varying from 6.5m (1:3) to 13m (1:1.5).



- Minor Roads – 10m wide with enclosure buildings varying from 7m (1.4) to 10m (1:1).



- All houses facing the principal public spaces outlined above face onto the road; some directly and other with shallow gardens. This pattern is broken down and less formal in back lanes and parking courts where a more casual arrangement with an emphasis on natural surveillance predominates.
- The primacy of a direct relationship between the front doors of the houses and the public realm of street, square and Green is maintained by the provision of rear parking courts off internal lanes within each constituent urban block.

8. EASY TO FIND YOUR WAY AROUND

- The simple 3-part composition of Village Green, Village Square and two principal radiating spaces (NW & SW) forms the urban structure of High Malton. It is augmented with differentiation of character to ensure the easy acquisition of a good mental map of the new settlement.
- The human mind finds orientation through the recognition of untypical features. It is better still if those features themselves are asymmetrical or placed in irregular spaces as this gives an

instant orientation, even if approached from an unfamiliar direction. High Malton is set out, not from above, but from ground level. Mental patterns are built from a hierarchical variety of spaces, the placement of orienting landmarks, use of materials and proportional differences of spatial enclosure between different areas.

- The public realm is shared. The vehicle (or, more accurately, the vehicle's driver) shares the streets with pedestrians and a careful signage of materials and typical crossing points reminds all of potential danger and of the need for care. Cars are not excluded, because they are part of modern life and extremely useful, especially for the less able and those with young families, but they are forced to share.
- There are no cul-de-sacs.
- The permeability, mixed use and short walking distances to the Village Square (max 400m) will make walking more convenient than driving for internal trips
- The clear and logical hierarchy of spaces within the proposed development will be augmented by a varied approach to planting (shrubs & trees).

9. STREETS FOR ALL

- Conventional highway design is concerned with the speed and convenience of vehicles. It separates vehicles from all else – especially pedestrians. It encourages ease of vehicle use and prohibits excessive speed through maximum speed limits.
- The internal layout of High Malton concentrates on an internal street arrangement that discourages speed. Street lengths between junctions are short (max. 90m). Priority at junctions will generally not be designated and where roads are longer they will curve with wider and narrower sections. On-street parking and the setting of buildings closer together in 'pinch points' will be allowed to further reduce speeds and promote shared use.
- Streets will be as devoid of the usual paraphernalia of conventional highway design as possible to avoid a 'highway' character. There will generally be no roadside kerbs (replaced with shallow drainage ditches and granite set rumble strips) and paving will ensure a perceived priority for pedestrians and cyclists.

3 | DESIGN

- Front doors and maximum natural surveillance from living rooms onto the public realm of streets, squares and courtyards will encourage its use as part of the common living space rather than a route for cars and as a place of danger.
- Particular attention will be paid to the interface of the public and the private realms at front elevations and doors. These, traditionally, signalled spatial ownership and authority. They also provide great variety and interest for the pedestrian who is able to appreciate architectural detail at 4mph; a pleasure that is lost at 30mph.

10. CAR PARKING



Fig. 27

- Dedicated car parking provision will, reluctantly, not exceed maximum limits as imposed by the local authority.
- The proposed development will make it more convenient to engage in everyday activities within High Malton and beyond on foot or

by public transport without discouraging or preventing car ownership or use.

- The public realm in most modern housing developments exists only to facilitate car usage, which, inevitably dominates visually and in practice. High Malton will seek to provide a system of small parking courtyards off overlooked lanes (usually with houses in the lanes) within each block. Houses will have access to these courtyards, including garages, from the rear. There will be additional visitor parking on street and in designated parking areas.
- The majority of resident parking will be accommodated in rear courtyards (Fig 75). Some additional visitor parking will be available in designated areas and on street. Care will be taken to visually balance the effect of parking within the public realm with robust spatial and architectural / landscaping design.

- The Village Square will be a shared space available for parking and pedestrian use. This is an efficient use of space and will encourage social interaction, a vibrancy and commercial viability.

11. PUBLIC AND PRIVATE SPACES

- The proposed development has been designed around the principle that the space between buildings is as important as the spaces within. The public realm is the community's shared living space and care has been taken to establish a clear hierarchical distinction between areas (the Village Green, the Village Square, etc.) to allow for different uses and social interaction.
- Between the Green and the Village Square, the proposal calls for a typical Dutch Barn for public performance.
- At the same time, the public realm is highly connected and will function as a continuous space in the traditional manner.
- High Malton will have a great deal of open space. Play spaces for children, places to meet for teenagers, a pub and Village Hall as well as provision for allotments.
- However, it is often the 'unplanned' spaces that bring delight - a well-designed street under a canopy of trees or a small widening in the road, with a bench, facing south. The design will not pre-determine every activity and the community will be free to make their living space as they see fit.
- Clearly defined and architecturally coherent articulation of public and private spaces will be a key characteristic of High Malton.
- The civic realm will be 'owned' by the surrounding buildings and will be naturally overlooked from many directions. The model for much of the development is the typical village street of street wall, pavements and grass verges. This model exists throughout the UK and is very successful.

3 | DESIGN

12. EXTERNAL STORAGE AND AMENITY SPACE

- Excessive and badly planned parking can ruin a beautiful and elegant public realm (see Fig. 28 of bins in Letchworth). Clusters of refuse bins and badly placed utility connections can be just as bad. In addition, much of modern housing takes no account of storage needs that, ironically, have grown to overrun garage space, attics and front gardens.
- High Malton has been laid out with generous rear gardens at the expense of excessive front lawns and driveways. The benefit for the residents is that larger (or extended) garages, adjoining shed and other storage, can be accommodated to augment internal storage.
- Refuse collection and bin storage will take place from the rear lanes and parking courts. Houses will have storage space for their bins and designated collection places will be articulated to prevent random scattering.
- The system of overlooked rear lanes also offer residents independent access to their gardens without having to go through the house.
- Gardens, as well as being at least as large as the house footprint, are carefully arranged to be roughly rectangular in shape. The absence of cul-de-sac and other dead end turning schemes makes this an exercise in efficiency and functional logic.



Fig. 28

3 | DESIGN

3.2 | USE

General:

The design proposes the phased construction of five-hundred high quality residential units consisting of houses and flats in a variety of sizes and types.

A key objective is to dramatically increase the choice of new housing in Malton to include modern, high quality, traditionally designed houses with the added value of forming a new accessible community.

Alongside the residential uses the proposal calls for the integration of compatible employment space (offices & workshops), a retirement home as well as vital civic components (Village Square) of a local shop, a pub and village hall.

The design includes extensive public and recreational space within and surrounding the development accessible equally for the new residents as for those of the neighbouring suburbs. There are allotment gardens planned for the residents.

Village Square and Green:



Fig. 29

At the heart of the proposed development will be the Village Square. Located geographically at the centre of the community, it will provide the residents with a communal space - creating a well-functioning shared urban place and the practical and aesthetic focus of the development – Fig. 29.

Adjacent to the Village Square will be the Village Green, characteristic of the ‘green’ heart of most traditional North Yorkshire villages, which runs down the length of the development, providing an informal extension to the Square. These two public spaces will form a centre of activity and recreation equally for the new residents as for those of the neighbouring suburbs (Fig. 30).



Fig. 30

3 | DESIGN

Important amenities - a local shop, a pub, and a village hall, are all located off the Square. There will also be an open-air venue adjoining the Square, enhancing the potential uses of the space and the Village Green for local events (fetes, concerts, markets etc.).

The Village Square is situated no more than a four-minute walk from any other place in the proposed development making it easily accessible for all residents without the necessity of private vehicle use.

Residential Uses:

The proposed design consists of 500 residential units.

Within the total number of units are 60 retirement flats in a purpose built complex adjoining the Village Square.



Other Uses:

There are several locations within and to the periphery of the development allocated for small businesses and start-ups (incubator units). These business spaces within the new community (as opposed to other zoned solutions – commercial parks etc.) contribute vibrancy and versatility to the urban environment. This adds to the conviction that this not just a suburban extension to Malton, but a balanced and self-sustaining community in its own right.

Green space is extensive within the development. Private gardens are to be generous, and there are ample open green areas and roadside grass verges throughout. These are not only attractive, but provide

The main residential unit will be a variety of flats, bungalows and terraced homes to detached and semi-detached houses. The overall intent is for the residential components to be mixed or in close proximity. The precise layouts and typological mix will be established during the phased development.

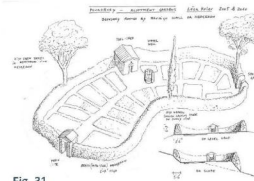


Fig. 31

nature of the proposed development.

communal areas for intergenerational contact, such as space for families and children to play safely within close proximity to home.

On the western edge of the development are two sites designated for allotment use (Fig 31). These add to the potential for residents to grow produce locally for themselves as well as adding another layer to the civic

3.3 | AMOUNT

The total size of the site is 21.8 Hectares. To maintain a high level of environmental comfort a 30m deep woodland boundary is proposed along the western side of the site. This will screen the development from the open fields beyond the A64 by-pass cutting. It will also screen the residents of the proposed development from the road and pylon route. This area of woodland is 3.6 Hectares. 18.2 Hectares has been therefore been designated suitable for residential development. With the 500 proposed units of accommodation to be built to an average building density of 28 units per hectare.

3.4 | LAYOUT

Orientation and Layout:

The housing development is divided into eleven cells of housing and employment use – Fig 32. Each cell is approximately 100 square metres in size, and tied to one another by small connecting roads, giving a very high level of permeability. Within each cell are inhabited lanes and small courtyards, providing space for garages, parking and communal areas. This



Fig. 32

3 | DESIGN

not only increases interaction within a community, but by moving the majority of parking from the front of properties (as is common in many housing developments) to the rear, contributes to creating a more attractive and safer environment, uncluttered by parked cars and driveways.

The principal area of development is placed centrally on the site with new woodland strips to the west and south. A long Village Green stretching from Middlecave Road in the north to Castle Howard Road in the south forms the eastern edge and gives the development an overall character and coherence.



Fig. 33

On the eastern edge of the site is the existing post-war suburb of Castle Howard Drive, which faces internally and away from all its surroundings - including the proposed 'High Malton' development. The chain of new villas that run down the eastern edge re-front this suburban pattern and are intended as an aesthetic transition to the proposed development. The main façades of these villas look onto the Village Green, creating 'High Malton's' primary area of communal open space – at the mid-point of which lies the Village Square's tower and other amenities (Fig. 30).



Fig. 34

The two major streets in 'High Malton' radiate diagonally south and west from the Village Square, but are focussed on an orientation tower

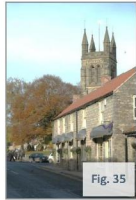


Fig. 35

that is situated on the north-east corner of the Village Square. These roads, together with the long distance views from the Village Green provide orientation and a sense of overall structure (Fig. 34 – see also Fig 35 showing church tower in Helmsley). A perimeter road also encompasses the development, completing the layout and structure of the settlement.

Design Features:

Houses generally face out from each residential cell onto roads or other public spaces (Fig. 36). The building line creates the fluctuation and rhythm typical of the surrounding villages and generates a continuous, safe and attractive public realm. This approach also presents an attractive front to those outside the development – displaying buildings frontages, instead of fences, sheds, and building rears. This layout also increases natural social surveillance, helping to prevent crime.

The route network is designed to benefit the pedestrian user. Roads are short, curved and of varying widths. Lanes are even shorter and have closed overlooked views. The settlement is designed to be interesting and visually eventful for the pedestrian while simultaneously accessible for considerate vehicular use.

A retirement home, located in the south-east corner of the development, acts as a gateway building to those arriving from Castle Howard Road. This building, as well as providing a distinctive landmark for 'High Malton', is also carefully positioned near the Village Square, allowing residents easy access to the facilities and improving their full integration into the wider community.



Fig. 36

3 | DESIGN

3.5 | SCALE

The proposed development is arranged for the comfort and orientation of residents and visitors; to be navigable in layout and building pattern – including scale. In a careful play of building scale in relation to the enclosure of space, the structures are able to define hierarchy and provide direction.

Much of the development will have the scale of a village. Two storey buildings predominate and their uniform height onto a variety of open spaces (roads, grass verges and lanes) will enhance the variety of urban pattern.

Buildings grow gradually in stature towards the wider spaces of the Village Square and Village Green, where buildings are mostly between three and four storey's high (Fig. 37).



The growth in scale towards the centre provides a sense of transition from the low key residential 'villages' to the centre, signifying the area of more 'importance' – scale aiding orientation.

As the development opens up to the open space of the eastern Village Green, taller buildings are also proportionally more appropriate to the containment of the open space between.

3.6 | LANDSCAPING

The raised site allows for intermittent views southwards to the Wolds and north to the Moors. However it is not itself visible or prominent from the immediate surrounding area.



The principal visual landscape features on the site are the tall HT power lines and pylons in the southwest corner and to the west over the by-pass. The impact of these will be reduced by the creation of the western woodland boundary. This will greatly improve views from the AONB and from within High Malton.

The existing landscape consists of several large fields separated by patchy hedgerows and intermittent clusters of trees. There is a reasonably continuous hedge along the top of the by-pass cutting and another along Castle Howard Road. There are mature trees around and to the front of the existing veterinary clinic off Middlecave Road as well as roadside trees on Castle Howard Road. The proposed development has been carefully arranged to avoid the loss of existing trees, although the west vehicular entrance onto Castle Howard Road requires the loss of an existing tree to maintain sightlines.

The proposed development at 'High Malton' includes the planting of a substantial number of indigenous broadleaf trees to create a woodland boundary along the western and southern edges. The Village Green, intended as a more open grass area, nevertheless retains several existing trees although new planting will, in time, augment the parkland character.

Within the proposed development are regularly placed grass verges (as per traditional village practice) and these are also made available for intermittent planting of trees.

3 | DESIGN

3.7 | APPEARANCE



The proposed development at 'High Malton' is planned according to traditional principles of good urban design learnt through the understanding and emulation of successful, beautiful towns and villages. However, good planning provides only a framework for the design of buildings to complete the intended effect. Traditional architecture, with its extraordinarily varied and proven repertoire of form and detail, is crucial to the maintenance of visual interest in a settlement to be experienced at walking speed.

'High Malton' is designed as a sustainable community. Its appearance will be timeless and its buildings will be robust and long lasting - not prone to costly changes of taste.

Beautiful old buildings demonstrate the perennial value and continuing modernity of traditional architecture. There is no reason to suppose that new traditional building will not resonate in the future in the same way.



Modern suburban sprawl is characterised by its relentless uniformity – everything is 'in keeping' with everything else. This 'tidiness' is crushing to the experience of place and should be avoided. 'High Malton' is designed as a community of all. It will also employ a typological and

architectural transect from rural, to village, to town in its feel and appearance. The development, and especially its spacial structure, will in this sense be 'tuned' - Fig 38.

The edges will, generally, present a face (façade) to the outside (rural) world. The villas along the eastern edge facade the suburb beyond to the new Village Green.

Within the development, the character will change from that of village to town in a west to east direction. The Village Square and its attendant Village Green are the most 'town-like' while the Village Green represents civilised nature – the natural world brought into the town as parkland.

The typological transect will dictate an appropriate architectural response. Simple village architecture where appropriate, and more refined buildings where that is suitable. The many forms of traditional and classical architecture have the range to unite the settlement into a cohesive (yet graduated) whole.

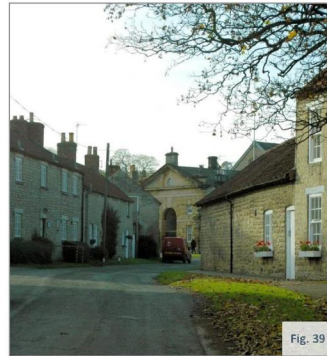


Fig. 39

There will be a preference for simple forms in load bearing masonry construction. There will be an equal preference for traditional materials indigenous to the area (clay pantile roofs, brick or stone walls in lime mortar, painted wooden windows) – Fig 39.

The development will be carried out in phases over an extended period and close control over detail and material use will be maintained to ensure the emergence of a consistently high quality settlement that will from the beginning have its distinctive character and authenticity.

A more detailed 'sample' of the proposal planting and landscape proposal has been prepared by Andrew Davis Partnership and is included in the application documents.

3 | DESIGN

3.8 | ACCESS

If a new settlement like that proposed at 'High Malton' is to be a true open community it must be accessible to its residents and visitors. Vehicle access to the site is at several points. Two are located at the western end of Middlecave Road (one next to the existing veterinary surgery, and the other immediately behind). The vehicle access from Castle Howard Road principally comes off the new roundabout being proposed at the south-east end of the site. A further vehicle access point will be available further west along Castle Howard Road.

Pedestrian access to the site is at the same points as vehicular access described above. In addition a further access point will be positioned at the north-west corner where the A64 bridge is currently located.

The proposed development at 'High Malton' is the antithesis of the modern suburb; which was created for the affluent, able bodied car owner to separate himself from his neighbours.

'High Malton' will seek to create a true community, open and accessible to all. An intricate system of overlooked lanes, paths, gates, and framed views increases the permeability by making pedestrian use more pleasurable and practical. On a 'day-to-day' basis it will be possible for residents to choose to not need a car – except, perhaps, for longer journeys. The settlement will have its own small-scale shopping and civic facilities. Schools are in close proximity but a ten-minute walk into the centre of Malton will permit this new part of Malton to support and easily participate in the wider existing settlement.

The ability and choice to function as a pedestrian will improve social cohesion, allow the participation of the young and the old, and improve health through daily 'unseen' exercise.

3.9 | INDEPENDENT DESIGN REVIEW

An independent review of the proposed, carried out by Stefan Kruczkowski demonstrates that the proposed already meets many of the design criteria set out in BfL with the potential for a top score to be achieved at RM stage.



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