

Design & Access Statement

Proposed Phase 2 Residential Development On Land At 56 Low Moorgate, Rillington, York



In support of the submitted planning application for a proposed Phase 2 residential development on Land at and adjoining 56 Low Moorgate, Rillington, York.

Design & Access Statement to be read in accordance with the accompanying planning drawings shown below - submitted February 2016

- AP 180 : 100 Location plan 1:1250 scale
- AP 180 : 101 Proposed Phase 2 site layout plan 1:300 scale
- AP 180 : 102 Proposed Phase 2 site layout plan 1:200 scale
- AP 180 : 103 Proposed Phase 2 streetscape elevations sheet 1 at 1:100 scale
- AP 180 : 104 Proposed Phase 2 streetscape elevations sheet 2 at 1:100 scale

AP Design Services - February 2016

1.0 Background & Location

The proposed development site is an extension of the approved Phase 1 development, and it leads on from the previously approved scheme from the highway that runs towards the north eastern boundary of the site (between Phase 1 plots 7 & 8). The site is located on land to the north east of 56 Low Moorgate, Rillington, York. Rillington is a village which is located approximately 5 miles north of Malton, and accessed via the A64 which passes through the centre. Rillington lies within the jurisdiction of Ryedale District Council Planning Authority.

2.0 The Design Process

The proposed design process follows on from Phase 1 with a similar design approach to create a residential development that comprises of a mixture of terraced and semi detached properties and smaller and larger detached properties to be built on land to the north east of the approved development, with a proposed site access leading from the highway from Phase 1. The site currently consists of disused garden / orchard and paddock area, which is located on land to the rear of 56 Low Moorgate, and also includes former stable buildings and associated land located to the rear of Barnfield. 70 Low Moorgate . The overall design evaluation for the proposals have followed on from Phase 1 to create a new development that is coherent with the approved Phase 1 so that the combined sites work together to create a single larger development rather than 2 separate individual sites. The designs have been created following close consultation with the client to create a new visually attractive development to serve the needs of the future owners and occupiers of the properties, whilst fitting in with the existing surrounding local area and village setting.

3.0 Physical Context & Scale

The area adjacent to Phase 2 is made up from a mixture of residential and open land. To the south west of the site leading from the Phase 1 previously approved development there is a mixture of approved 2 storey detached and terraced houses (plots 1 - 9) which lead on from the existing terraced and detached houses, bungalows and dormer bungalows which form the frontage to the original site access along Low Moorgate. There are also existing houses to the western boundary from 62-70 Low Moorgate and to the south eastern boundary of the site there are existing houses / development along Manor View. Towards the north and eastern boundaries around the site the area becomes more open land.



The drawing extracts shown above are taken from the Phase 1 Streetscapes and show examples of the approved properties adjacent to the new Phase 2 site which run along the access road of Phase 1 leading from Low Moorgate towards the new development.

The existing and approved houses adjacent to the site are built and designed in a variety of architectural styles which vary from the more traditional brick / rendered properties with clay tiled roofs to the more modern houses with buff brick work and concrete tiles above. As such there is no common theme or consistent design approach that runs across the existing village streetscape as a whole, and it is therefore the varying styles of houses and materials and also the mixture of old and new properties that forms the overall appearance of the area and this has been carefully considered when preparing the proposed design philosophy for Phase 2 leading on from Phase 1. The proposed development has therefore been designed to keep in scale with the existing buildings and surrounding area and also in context with the previously approved houses on the Phase 1 area of development.



The drawing extract shown left is taken from the Phase 1 site layout and shows examples of the approved properties and layout adjacent to the Phase 2 site which run along the access road leading from Low Moorgate in to the new development.

The photos below show examples of the existing properties along Low Moorgate adjacent to the site entrance to Phase 1. The existing houses are made up of a mixture of styles and vary in character and scale to create an attractive street scene along the site frontage.



There is existing and approved housing to the western and southern sides of the proposed Phase 2 development site. The proposed new Phase 2 housing development will create an infill development which will adjoin Phase 1 and will enhance the existing street scene that runs along Low Moorgate to create a development in character with the existing village.

The photos below show the existing property at 62 Low Moorgate adjacent to the access into Phase 1. The existing side elevation / gable of 62 Low Moorgate will face onto the side elevation of plot 1 within the approved development entrance frontage of Phase 1. Plot 1 was carefully positioned and designed with no side windows or doors to minimise the impact on the existing property.



The photo below (left) shows examples of the existing houses to the edge of the proposed Phase 1 development on the South West boundary, as viewed from the existing paddock area. The photo below (right) shows examples of existing properties on the development located at Manor View, off Low Moorgate located to the East of the proposed Phase 2 site.



4.0 The Proposed Design - Layout & Appearance

The proposed Phase 2 site has a total net developable area of 1.71 Acres / 0.69Ha, this is shown by the red line boundary and excludes the Phase 1 area. There are a total of 16 new proposed plots for Phase 2, giving a total density of around 11,512 Sq. Ft / Acre. The new houses include a mixture of small 2 bed terraced properties with forecourt parking, slightly larger 3 bed semi detached houses with parking spaces to the side / front and a range of medium and larger 4 & 5 bed detached properties with detached / integral garage parking.

The style of the new houses will reflect the varying styles of the existing buildings around the site and also the approved properties to Phase 1. The new houses will include a mixture of both brick and rendered properties to break up the street scene frontages and the roofs will be made up from a mixture of tiles / slated roofs in varying colours with typical details such as corbelled eaves, pointed gable verges, dentil coursed brick work and chimney stacks. The fenestration may incorporate mock sash casement windows to reflect the local styles. Most of the existing buildings have front to back pitched roofs and this will also be replicated in the proposed designs across the proposed new development area of Phase 2.

The illustration shown below shows an extract from the proposed Phase 2 site layout drawing AP 180 : 102. showing the mixture of properties including smaller terraced and semi detached houses and larger 4 and 5 bedroom detached properties. The approved Phase 1 area of the development is highlighted blue on the area towards the south western boundary of the site.



Phase 2 is accessed from an extension of the approved highway that runs through the centre of the approved Phase 1 development between plots 7 & 8 (Phase 1). This leads into a new access road which runs north west through the centre of the development with a turning area to the south and a turning area to the north which leads to a mews court area to the western boundary. The smaller terraced / semi detached properties (plots 13 -17) are located to the western boundary with parking and access provided by the mews court turning area in front. This leads to slightly larger detached properties along the northern and western boundaries (plots 10 - 12 & 18 - 19) with a private driveway serving plots 20 - 22 in the north eastern corner of the site. The largest detached units (plots 23 - 25) are located along the eastern boundary of the site.

Plot 25 has been designed and positioned to create a focal point at the end of the highway leading from Phase 1 before the road splits at the new junction / turning head. This is also similar to plot 19 which also create a focal point at the end of the highway / junction that leads to the properties towards the northern end of the site. The new layout and positioning of the plots has been designed to try and keep the new houses as far from the boundary as possible to lessen the impact on the existing trees and planting around the boundary of the site and to help soften the relationship between the rear gardens and the open land to the north and east. Plots 10 and 25 have also been positioned with their detached garages to the southern boundary; this is to minimise the impact of the properties as viewed from the existing rear garden areas to the south of the site and also to reduce any possible issues with overlooking or loss of daylight to the neighbouring land towards the corner of the site.

The illustrations (shown below) shows an extract taken from the proposed streetscape elevations drawing AP 180 : 103, as viewed from Phase 2 looking north west and north east. The streetscape shows the varying scale and style of the proposed house types elevations.



The illustration (below) also shows an extract taken from the proposed streetscape drawing AP 180 : 103 & 104. The streetscapes shows the Phase 2 development looking south west across the site and also looking towards the western boundary towards plots 13-17.



The streetscape elevations show the relationship between the proposed new plots to Phase 2 and they also illustrate the various different elevational treatments that are proposed for the different house types across the site. The houses shown will vary in height, style and materials to help create a development that creates interest and variety across the whole development. This will help to create a new development that is consistent with the Phase 1 design and also importantly a development that will be in keeping with the local village setting. The proposed development has been designed to be sympathetic and respectful to the architectural style and heritage of the original housing and buildings that are located along Low Moorgate and also around the site boundary within the village area of Rillington.

5.0 Access & Proposed Highway

The main site is accessed via the existing approved highway that runs through Phase 1 leading from Low Moorgate as shown on the site layout extract below, which shows both of the Phase 1 and Phase 2 developments combined. The proposed access road comprises of a 4.5m wide carriage way with a 2.0m shared surface / service margin and a 0.6m wide hard margin / kerb. The entrance junction allows for a 2.0m wide shared surface or footpath to both sides with a crossing point to maintain pedestrian access from the proposed site. In order to delineate between the access road and the shared surface / pedestrian areas the materials will change to block paving to create a more informal shared surface access area.



This transition of materials will help to create a clear demarcation between the highway and pedestrian areas and will help to provide natural traffic calming to help slow vehicles down when entering the site onto the shared surface roads. The traffic calming will also be broken up by raised plateau areas / speed ramps and material changes between the block paving areas, kerb edging, tarmacadam and also the softer landscaped edgings and the private driveways / footpath access points across the site. This will help to create an informal access into the new development site where pedestrian access will be prioritised over vehicles. The change in materials and informal nature of the access and highway will also help to add to the visual appearance of the proposed development within the village setting of Rillington. The extracts below show typical area of traffic calming and the varying highway materials.



6.0 Sustainability & Climate Change Mitigation

The proposals for Phase 2 will provide a sustainable development adjacent to the local village setting following on from the previously approved Phase 1 development.

All works will be carried out in accordance with all current Building Regulations such as approved document L1B for the conservation of fuel and power and will meet all of the current sustainability requirements. This will include a high efficiency and low energy usage electrical installation to include low energy LED lights and electrical systems. This will be combined with a high efficiency insulation installation and low energy glazing requirements and also the use and installation of low energy appliances and low volume capacity sanitary installations, such as reduced water consumption sinks, baths and w.c's and a high energy efficient heating system / hot water boiler installation. This will ensure that the proposed development is energy efficient and will help to reduce the overall carbon footprint of the new dwellings and keep energy running costs low.

Under Building Regulations, the proposed houses will be required to use high efficiency construction materials for all new floors, walls and roofs and this will reduce heat loss from the new properties and help to reduce the energy / heating usage and carbon emissions.

The proposed houses all have generous garden which will provide adequate outside space for the drying of clothes, storage areas for refuse bins and recycling waste. Most properties include a garage and others could incorporate a storage shed to provide cycle and other storage at Reserved Matters stage. These installations will help to reduce the environmental impact of each new plot and ensure the sustainability of the development.

The proposals have no risk of flooding in accordance with the Environment Agency's guidance, and the site is located well outside the Environment Agency's flood zone maps. Please refer to the accompanying drawings and Flood Risk and Drainage Reports for the sustainable drainage proposals. To provide further mitigation for the effects of climate change the following design areas may be considered for the development in due course.

1. New paving to consider the use of permeable paving methods in appropriate locations in order to deal with surface water run off at source and to reduce the rate of surface water run off, such as concrete block permeable paving or permeable gravel material which allow surface water to drain through at a slower rate and reduce the impact further down stream.
2. Where practicable new paving should be laid to fall towards landscaped areas / garden areas to reduce water run off from the site, however this will need careful consideration for proposed new driveways to ensure water does not run onto the highway. All hard surfaced areas should be kept well maintained to ensure they are efficient in reducing the surface water run off rates.
4. The use of water harvesting butts may be used to allow for the storage and re-use of surface water run off from the main dwellings / garage roof areas to be incorporated in inconspicuous locations that do not detract from the visual appearance of the development.
4. It should be noted that the accompanying Flood Risk Assessment and Drainage Feasibility Study promote the use of sustainable drainage infiltration systems to serve the development to further optimise Sustainability and Climate Change Mitigation objectives

7.0 Land Use - Sustainability of Location

The existing site is currently an infill site which is made up of disused garden / orchard and paddock area, together with adjoining former stable buildings and associated land, on land to the rear of the approved Phase 1 development. The site is set within and adjacent to an area of residential use, within and adjacent to the current development limits of Rillington.

The existing location of the site benefits from the close proximity of local community features with local shops, a post office, pubs, a primary school, village hall and local play / sports facilities all located within a short walking distance from the proposed development.

Good transport links are provided by the local road network and public transport links offer good bus routes to the local villages and to Malton, York, Scarborough & Leeds. Rail networks also link from Malton to the main, regional and national rail networks.

8.0 Landscaping

The proposed Phase 2 development has been designed to include areas of landscaping across the site. The landscaped areas are a fundamental part of the scheme and will provide transitional spaces between the proposed new houses and the informal highway areas. This will create a development that is visually attractive and that will also blend in with the existing landscaping of the local area.

All properties have front and rear gardens to provide amenity and recreational private spaces for the owners. The front gardens create a softer approach to the development, and soft planting areas will also help to break up the street scene, particularly where the new development lead on from Phase 1 between plots 10 & 11 where the front / side garden areas allow the plots to be set back from the main road to soften the highway approach.

The rear garden areas also act as a buffer around the site perimeter to help screen the development from the existing neighbouring properties and land, and to help the proposed site blend in with the more open land towards the northern and eastern boundaries.

There are a number of existing trees across the site and around the perimeter and these have been kept wherever possible. The existing trees will provide an attractive setting to the development and will also help to provide a natural screen to the boundary areas. This is particularly evident to the western boundary and also the south eastern / south western site boundaries. A new hedge is proposed to the northern boundary to provide a natural edge to the development where it abuts open fields and will attract local wildlife. Please also refer to the Tree Report and Ecological Assessment that accompany the application.

The site will include hard landscaping such as boundary screen walls and fences / access gates between the proposed new houses / driveways and the boundary and field fences will remain to the boundary of the site. The materials for the proposed private paving areas, drives and private shared driveways will be chosen to match with the approved Phase 1 development and also to be in keeping with similar materials used within the surrounding local area. This will help to provide attractive hard landscaped transitional areas .

9.0 Conclusion

The proposed Phase 2 development will create an extension to the previously approved Phase 1 scheme and will create a new residential development of 16 plots (Please note that plot 10 has been moved from Phase 1 to Phase 2 so the total combined number of plots for Phase 1 & Phase 2 will be 25).The proposed development will be suitable based on the needs of the future residents to create new areas of living accommodation, whilst also balancing the constraints of the local area and surrounding environment. The location of the development will be set back away from the front streetscape and will have a low impact on the existing village area in which it lies. The design of the proposals have been evaluated to create a vibrant attractive development whilst staying within the context of the local area.

The design philosophy of the proposed Phase 2 development remains consistent with the approach to the approved Phase 1 design and will also importantly create a development that will be in keeping with the local village setting. The proposed development has been designed to balance with the architectural style and heritage of the original housing and buildings that are located along Low Moorgate and also to the areas of existing housing located around the site boundary within the village area of Rillington.

The scale of the proposed development is suitable for the location, and has been designed to minimise impact on the adjacent properties and local area. The proposals will not inhibit any existing access requirements to vehicles or pedestrians as they will be formed by extending the existing approved access road that runs from Low Moorgate through the Phase 1 development.

The land usage and density of plots is suitable for the proposed development to create an extension to the approved Phase 1 site. The number and density of plots has been kept low to minimise the impact on the local area and to help achieve an attractive development that reflects its rural location and allows sufficient space around each plot, rather than creating a high density over developed urbanised scheme. This will create a development that will be in keeping with the existing local village setting that will provide a mixture of smaller, medium and larger homes suitable for a varying market to create a development that has a low impact on the existing land and surrounding area.

The proposed Phase 2 development is sustainable both in terms of the design and also the construction processes and materials that will be used during the course of construction.

The overall design evaluation for the development has followed close consultation with the client to create an attractive extension to the existing Phase 1 development. This will help to increase new housing within the existing village setting, whilst creating a sustainable / low impact development that will be respectful to the existing local village setting of Rillington.