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Design & Access Statement

Proposed Residential Development
Rical Drive, Helmsley
North Yorkshire
M4186

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Rical Drive
Helmsley
October 2017
**Design and Access
Statement**

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1.0 Executive Summary



Nicol Thomas are pleased to submit this Design and Access Statement in connection with the proposed residential development adjacent to existing residential developments, and specified in the local plan as allocated to residential development.

The drawings and other related reports and documents submitted and should be read in conjunction with this Design and Access Statement, as part of this Full Planning Application.

This application is in response to our clients desire to redevelop this site in a sustainable location in response to current demand for general purpose accommodation in the local area.

The purpose of this document is to outline the understanding and significance of the residential units in both design and site usage and the impact that this will have on the immediate environment and wider community.

The document provides a design justification for the proposed development in terms of layout, scale and massing.

The following statement should be read in conjunction with the submitted plans and accompanying supporting documentation in the form of reports and surveys provided to justify Planning permission.

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2.0 Introduction



This statement provides the information relative to the proposals for a new residential scheme for 45no. new homes on the greenfield site, on the land off Riccal Drive, Helmsley.

The statement includes information for a full planning application, and contains our design proposals in respect of the design decisions undertaken by the architectural team and the relative criteria necessary to formulate a successful project.

The design team and applicant alike are committed to a high quality scheme that will not only benefit the new residents but the wider community. There will be focus on the overall proposals for the site, and the further detail is established in the elevational treatments.

Regular reviews have assisted the design process, resulting in a well designed scheme reflecting the local vernacular and meeting current market needs.

Our objectives are to ensure that the new development will have a positive impact upon neighbouring properties and the wider environment. Also is to ensure that the application site produces a development which is appropriate to location and will add value to the area.

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2.0 Clients Brief



Our clients have instructed that the site should be developed in accordance with government policy and design guidance, having due consideration to relevant Planning policies, and design guides.

The success of the residential development is dependent upon a range of specific house type requirement designed in accordance with the client's brief and Ryedale Council's vision for affordable housing within the area.

Whilst density and dwelling numbers are important in respect of financial viability for any scheme, the brief dictated that the development should be of a high quality, including appropriate size private garden space, adequate car parking provision, follow the principles of 'Building for Life' in respect of Layout, eminent features and nodes.

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3.0 The Site



Site context

The site is located off Riccal Drive, which is the first road to the East of Helmsley. It is a long site, with the start of the development situated halfway down Riccal Drive with the main road running north of the site straight through the market town. The A170 runs to the centre of the town meeting the B1257 which meet at the town square. The B1257 runs north out of Helmsley to the surrounding villages and changes to the A172 and connects to Middlesbrough. The A170 diverts south at the 'square' around the Duncombe Park National Nature Reserve then running east to west to connect Helmsley to Thirsk town. From Thirsk, the A19 links south to the city of York. The A170 also runs east to west connecting to the East coast and popular Scarborough Town.

Helmsley is situated within the North York Moors National Park, with a distinctive historic character, and popular location for high quality shopping and hospitality. Another popular attraction is Helmsley Castle to the south west of the town and Duncombe Park Estate located to the south of Helmsley.

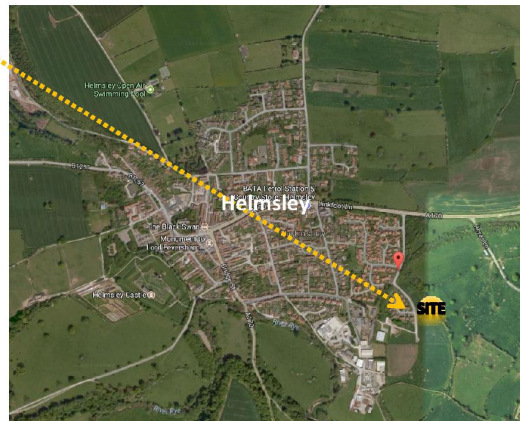
The site lies in an area that is all residential, and at the gateway to the east of the town. However, the site is relocated in the Unitary Development Plan for housing.

Site information

The proposed site is in the greenfield site located on the land off Riccal Drive. The site has been allocated in the Local Plan for housing development.

The surroundings to the site is predominantly residential with industrial estate to the south of Helmsley and with access to the south west of the site. To the east of the proposed site there are open fields dedicated in the local plan as an 'Area of High Landscape value (ENV3). Also to the north is an area of 'High Landscape Value' and 'Visually Important Undeveloped Area' (ENV5)

The Greenfield site has a water drainage ditch situated to the east of the boundary.



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4.0 Site Context



Accessibility and Modes of Transport

Pedestrians:

Currently, the main access to the site, both pedestrian and vehicle is off of Riccal Road. There are not any other public rights of way across the site. Due to the sustainable location of the site, it is only a short distance to most amenities in the town. The closest public transport is the Bus within a 6 minute walk from the site, either cutting through the housing estates of following Riccal drive up to the main road.

Air:

Helmsley is between Leeds Bradford Airport (1 Hour 20 min drive at approximatley 50 miles south west) and Durham Tees Valley International Airport (1 hour drive at approximately 40miles north).

Train:

The closest railway station is in the site is in the nearby town of Thirsk. Thirsk railway station has Transpennine and Grand Central lines stopping, linking Middlesbrough, London Kings Cross, Sunderland, Manchester Airport, York, Newcastle and Leeds.

Below: Thirsk Train Station



Road:

The site is located on the outskirts of Helmsley. Riccal Drive, which the site is based off of leads onto one of the main routes through the town. The main road is the A170 is the main road connecting east to west to the surrounding towns and villages. The roads in and out of Helmsley leading north is the B1257 that leads up to Middlesborough and south bound on the B1257 it leads to York.



Bus:

The buses run regular services stopping in close proximity to the site. The closest bus stop is shown with a red marker on Carlton Road. (128 / 310 / 31X bus) Usually running every hour to Kirbymoorside and Pickering to the east, and the 31X from the opposite side of the road connects to York. The blue dots show the walking distance of 6 minutes as can be seen on the adjacent site plan to the stop on Carlton Road.



The routes provide convenient access to nearby villages and cities, and the smaller villages along the routes. The major destination is York city centre.

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5.0 Site Analysis and Drivers



Site drivers

The following criteria will impact upon the project development and final scheme design:

Highways

Riccal Drive is the main access to the site; providing access to the new adoptable highways. Riccal Drive then links to the main highway in and out of Helmsley. The A roads in and out of the town connect to surrounding villages, towns and cities.

Accessibility

Good public footpaths lead to the site and will be provided within the sites to Local Authority Standards. Public footpath / pedestrian routes through the site are along the pavements which are 2m wide and follow the parameter of the new access road.

The site is in an accessible location close to bus stops that offer regular services.

Vehicular and pedestrian access is available to the site from Range Road. *Shown with a blue arrow on the site layout to the left.*

Sun path

The proposed new dwellings are orientated to make the most of the sun path. Most of the homes will make the most of the sun path with the gardens facing south, and east to west.

Vegetation

The current site has overgrown grass land, hedges and young trees which most are of low quality. New landscaping will soften the streetscapes along the new and existing roads.

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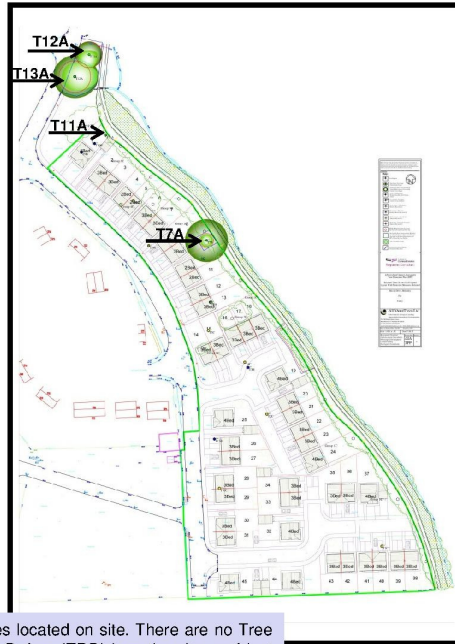
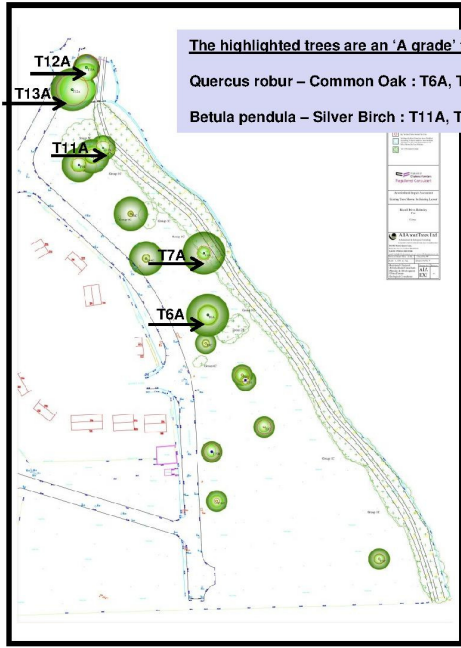
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5.0 Site Analysis and Drivers

Vegetation

The current site has overgrown grass land, hedges and young trees which most are of low quality. New landscaping will soften the streetscapes along the new and existing roads.

The 2 trees highlighted to the north of the site (T12A, T13A) are to remain as they are. The T11A is at the rear of plot 1, however it is too close to the proposed garage so will require removal. T7A will also require removal due to the location of the new homes in the development.

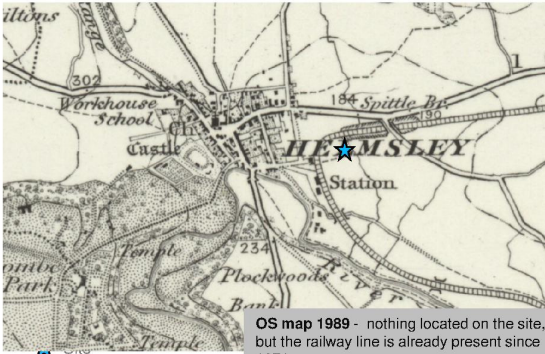


Existing Trees located on site. There are no Tree Preservation Orders (TPO's) on the site, and just 3 trees that are of any value, that could be retained or will be effected by the new development.

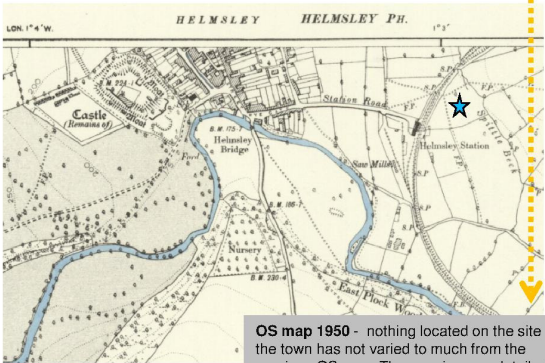
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History, and Urban Grain



OS map 1989 - nothing located on the site, but the railway line is already present since 1871.



OS map 1950 - nothing located on the site the town has not varied to much from the previous OS map. The map is more detailed and the long burgage plots of land are clear.

Helmsley pre-dates the Domesday book with the first settlers around 3,000BC. It was then a settlement through the ages from Neolithic, Bronze, Iron Ages and Roman times.

Helmsley's ancient name was Elmeslac, meaning 'Helm's Forest Clearing' which paints a picture of what the land used to be like. The Vikings mark has been left in some of the street names with 'gate' used through the street names.

The town has only changed ownership twice since the Norman conquest, and after the conquest was held by William the Conqueror's half brother. The Count of Mortain. What is now the Duncombe Park, used to be a royal deer park.

It was established as a market town since 1191 by Robert de Ros, who was founder heir to the Rievaulx Abbey. He also created the burgage plots, which are long narrow plots that are still seen in the plan of the town on the west side of Castlegate and the east side of Bridge Street.

Helmsley's economy was mainly sheep farming and wool production for several centuries, growing steadily, until the suppression of monasteries during the reign of Henry VIII who disbanded the monasteries in England. After the decline of wool Helmsley turned to Flax weaving. The weavers were based along Bond and Bridge street.

The town was largely formed by the 17th century, with the main buildings that characterise and define the centre of Helmsley had been built by this time; the re are most of these buildings still in use today. The oldest building in the town is the vicarage – Canon's Garth.

Another surviving building of significance is the Norman Castle to the west of the town. Helping to bring in the tourists to the area. The 19th century saw the biggest changes to the town, with the building of the town hall towards the end of the century. 1871 saw the arrival of the railway line (which is no longer present, but cuts up past the site.) The arrival of the train station meant an increase in housing for the town along Bondgate, and some of the older houses remodelled so that there was very little thatch present in the town. Weaving went into decline, and agriculture became the main economy for the town again.

The local houses are mainly all local stone, with the roof scape varying between grey slate, and red clay tiles. Mainly all 2 storey properties around the town with new developments trying to be in keeping with the traditional local vernacular. The older part of the town are mainly little cottages with a simple fenestration repetition. As the town has increased in population there is much more variety in fenestration patterns. Chimneys are a common feature.

The Proposed Appearance of the houses would be detailed to be designed sympathetically to, and reflect / compliment the Local vernacular in terms of design principles, detailing and materials. It is mainly stone elevational finishes, with both red clay roof tiles and grey slate roofs. There are now some red brick homes with in the newer developments too.

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History, and Urban Grain



OS map 1954 - Dynamo Works now located on the site, new houses erected north of the site along Range Road.



Google street view, looking down Ryegate. The long garden plots are to the rear of these properties. Simple terraced cottages with vast gardens.

Urban Grain

It is evident from the OS maps that the masterplanning of Helmsley has evolved quite naturally over the centuries. It is a very rural evolution, with the main routes through the town staying the same.

There has been new development during the later part of the 20th century with new access roads creating cul-de-sacs and smaller roads. These areas are highlighted by the eclipse shapes below.

The train line and station were an important part of the town with the North Eastern Railway. It was the largest station in Ryedale but mainly handling freight traffic. The line was closed on the 27th July 1964.



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The below images are the houses seen around Helmsley. The character of the area can be seen quite distinctly from these images. The proposed scheme keeps the detail seen in both the elevational treatments to the art stone cills and chimneys. There are some new build and original dwellings to compare:

Existing Housing



Bondage Street



Ryegate



The Limes, Bungalows



Linkfoot Lane



Station Road



The Limes and Riccal Drive

STONE brick RED PANTILE ROOF TILES grey slate roof tiles CHIMNEYS white timber windows WHITE uPVC
 WINDOWS long terraced roof lines BROKEN REPETATIVE GABLES art stone cills and heads 1 & 2 STOREY

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6.0 Planning Policy

Through using the Unitary Development Plan and the Adopted Core strategy for Ryedale, means that the policies are addressed and the new homes are based on good quality design, appropriate to the local requirements of the people wishing to live in Riccal Drive, Helmsley.

By addressing the Local Plan, UDP and Adopted Core strategy, we are also addressing the National Planning Policy Framework and,

NPPF Core planning principles:

- "always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;"
- "not simply be about scrutiny, but instead be a creative exercise in finding ways to enhance and improve the places in which people live their lives;"
- "encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;



CONCEPT DRAWING

With this in mind, the rationale behind the scheme design is based upon several key drivers:

- To create an exemplar housing scheme to meet the needs and requirements of local and new residents.
- Built form to respond to the site and topography, respecting and responding to the mass and scale of local buildings.
- To create a strong 'sense of place' and scheme which has strong connectivity and natural surveillance throughout ensuring site security and safety.
- To use a limited palette of materials that reflect the local vernacular and create Architectural interest and depth through the built form rather than 'decoration'.

Key things to take from the above map is that the centre of Helmsley is a Conservation Area and that the surrounding area is already built up with residential areas. The rest of the town has been developed sympathetically to be in keeping with the 'Historic Core.' It is highlighted in the above drawing that the site has already been designated as a 'Development Opportunities' site.

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6.0 Planning Policy

Helmsley Plan, Local Plan 2014 to 2027 (LPS)

This document is the Regional Spatial Strategy and has site specific land allocations and policies for the town and has been produced in conjunction with the North York Moors National Park Authority to ensure that changes and new development is dealt with in a holistic way.

SD1 – Presumption in Favour of Sustainable Development

H1 – New Residential Development

(The proposed site has been allocated within this policy as 'site 183' to accommodate 50 residential units)

H3 – Affordable Housing Provision

On sites of 6 or more units of 0.2ha or more there is an affordable housing target of 40% to meet the needs of local people. The proposed site allocates the following:

13 Rent	28.8%
3 Rent to Buy	6.6%
29 for Private Sale	35.4% Affordable
	64.4%

Already agreed with Planning and Yorkshire Housing that with the S106 agreement there will be a 35% affordable housing and a 5% contribution.

H8 – Important Open Views and spaces

The site is adjacent to open land and fields that are important open views and space to be retained. The development area boundary meets the edge of the site boundary. The new development respects the initial vista on the approach to the town, and will hardly be seen from the main road.

H9 – Design

The design of the proposed scheme takes the surrounding town and all the settlement character, patterns and layouts to ensure that the historic character and local distinctiveness of the built environment is maintained.

H10 – Renewable Energy and sustainable Building

The proposed development will be built to current Building Regulations, with a fabric first approach.

H11 – Green Infrastructure

The site does not have any notable features in the landscape. There are many self seeded trees and bushes along the Spittle Beck which have been picked up in the tree report, and located on the plans.

The beck is a very valuable feature which runs north to south, east of the site. It is just outside of the site boundary, and will not be affected by the proposed scheme.

Parking provision:

The proposals are in line with the standards set out in the 'Transport Issues and Development – A Guide' (2003) by North Yorkshire County Council.

- ✓ 2 bed = 1 space
- ✓ 3 bed = 2 spaces
- ✓ 4 bed = 2 spaces (+ garage)

H12 – Developer Contributions

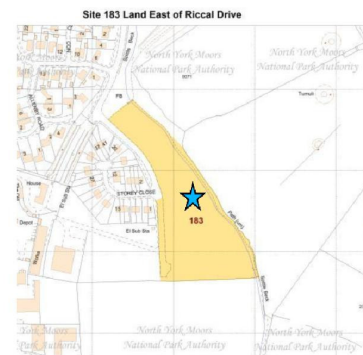
S106 contributions have been discussed with the council prior to planning submission with regards to a 5% contribution to be agreed during the planning process. A CIL (Community Infrastructure Levy contribution has also been discussed prior to the submission.

Site 183 – Land East of Riccal Drive

The proposed site has been allocated in the Helmsley Local Plan as land designated for residential development. In the document the site allocation is for 45 units, which is what the planning proposals include.

It has been noted in the justification of the site for residential development that:

'Development of the site will have limited impact on the surrounding areas as the site is well contained by existing screening. The site is located within walking distance of the main employment and commercial areas of the town. The site should be used for housing development.'



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6.0 Planning Policy

North York Moors, National Park Authority, Local Development Framework Core Strategy and Development Policies (adopted copy 13th November 2008)

Below are the overarching policies that are relevant and should be considered in relation to the
Helmsley Local Plan. (2014 – 2027)



Strategic Approach

Core Policy A – Delivering National Park Purposes and Sustainable Development
Core Policy B – Spatial Strategy

Protecting, Enhancing and Managing the Natural Environment

Core Policy C – Natural Environment, Biodiversity and Geodiversity
Development Policy 1 – Environmental Protection
Core Policy D – Climate Change
Development Policy 2 – Flood Risk
Core Policy F – Sustainable Waste Management

Protecting and Enhancing Cultural and Historic Assets

Core Policy G – Landscape, Design and Historic Assets
Development Policy 3 – Design
Development Policy 4 – Conservation Areas

Promoting Healthy and sustainable Communities

Core Policy J – Housing
Core Policy K – Affordable Housing on Exceptions Sites

Promoting Accessibility and Inclusion

Core Policy M – Accessibility and Inclusion
Development Policy 23 – New Development and Transport

Supplementary Planning Documents:

Ryedale Rural Design Guide
Local Plan Sites Document (LPSD)
Sustainable Energy and Building
Helmsley Conservation Appraisal

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6.0 Design Statement



Key Design Information

Site area : 4.77 Acres / 1.93 Hectares

Schedule of Accommodation:

Birkdale	2 bed / 3 person	71m ²	4no.
Fossdale	3 bed / 4 person	87.2m ²	33no.
Malhamdale	4 bed / 6 person	111.8m ²	8no.
<u>Total</u>			<u>45no.</u>

Car parking

2 Bed	100% minimum
3 / 4 Bed	200%

Material Schedule:

Traditional construction with masonry walls.

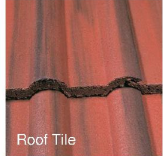
Stone Effect Masonry – Main Elevation

Roof Tiles
Dark Red double Roman interlocking tiles

White uPVC windows

White Facia

Black Rain water goods



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Developing the Site Plan



Scale / Massing:

The layout of the site and massing has been distributed and planned to make the streetscapes interesting. They are positioned so there is a staggered street view with variety in the front massing and elevations which have been broken up with projections and gables.

Indicative street elevations have been produced to help show the massing of the site. The elevations do not currently show any detailed design, but the intentions of the client are to produce strong street frontages, with attention to detail that features in the local vernacular.

Eaves heights are generally in the region of 5.1 Metres to soffit.
Ridge heights are generally in the region of 8.0 Metres.

All units will be designed in accordance with the HCA's Design & Quality Standards, and will strive to, where possible achieve Secured by Design accreditation.

The overall design, both layout and integrated landscaping will enable residents and visitors to enjoy the comfortable, clean and vibrant environment, where all age groups can live in the manner they wish, a contemporary development within a vernacular envelope.

The scheme design does not rely upon standard house types, the units are bespoke to this development, both in their internal arrangement and fenestration.

The overall design of the development is such that the scheme integrates with properties within the immediate environment in respect of material choice, elevation treatment features and boundary proposals.

The access and estate roads would be to an adoptable highway standard and would allow refuse and fire vehicles to enter and travel around the site safely and easily. The roads would also have the necessary vehicular and pedestrian visibility splays have been respected with driveways and parking bays 'set-back' from the highway to achieve the necessary visibility and provide a pleasant street scene.

All dwellings have access to / from rear garden areas whether this be direct or to the front via driveway/path. This will allow refuse and recycling collection by the LA. The bin standing areas contained within secure rear garden areas.

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Amount:

The proposed scheme is a mix of 45 no. units of , 2 and 3 and 4 bedroom types which is split between 4no. 2 bed, 33no. 3 bed, and 8no. 4 bed. We feel that this density is reasonable for a site of this size; also what is required in the current housing market in Helmsley at this time, and for future generations who are either new to the area, or existing residents.

Landscaping:

Full landscaping proposals are provided with the application, new trees and shrubs specified are generally native species of the size and nature appropriate to the setting. The specification of trees and shrubs with berries will encourage wildlife to visit the site.

Boundary Treatments:

Boundary treatments have been discussed with the local authority and are in line with the building regulations. The specific boundary treatments can be seen in the 'key' on drawing M 4186 -03. Further details can be seen on the boundary details and fencing plans submitted separately.

Sustainability

The site is in a very sustainable location with all amenities in close proximity to the site, either within walking distance of with a short drive/ on public transport. On appraisal of the context of the development a full evaluation was undertaken on the site which takes into account all key issues as highlighted within this section of the document, ie. how the site responds to proposed homeowners needs and aspirations, how the scheme fits with the surrounding development / open space, local vernacular and sustainability. All these items have been addressed within this section, the results of which confirm that housing use is optimum use for this site in a most desirable and sustainable location. Good design is central to sustainable development, the proposals accessibility to shops and services, crime prevention and energy efficiency for example, respond to these and other issues of sustainability. Further details of Sustainability are provided within The Planning Statement submitted with this application.

Refuse

As shown on the Site Layout - M4186-01
All houses have rear garden access with space for refuse bins including recycling

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7.0 Access Statement

The proposed design has been designed to Building Regulations Part M1/M3 standards. With the building being a community facility it is important to ensure inclusive design.



External:

The majority of the site is relatively flat, however there are aspects of the building which require inclusive design.

Level access will be provided to the building, and access points from vehicle parking spaces to the main entrance will be provided.

Any change of level and crossings to be tactile finish and contrasting colours to main pathways.

Lighting to the parking areas will provide sufficient safety requirements to assist disabled and able bodied persons.

Ramps where provided or required are to be within 1:12 - 1:20 gradient with minimum 1200 x 1200mm unobstructed landing area to main entrances.

Strategic Context Fit:

The proposed development is primarily designed for general needs sport facilities.

The scheme has been put together on the basis of current needs in the area to meet current demand for new facilities specified by the council, and to replace the facilities that were existing in the same location.

The design suffices to accommodate for visitors who require level access and toilet facilities have been provided to the Part M Regulation standards for wheelchair users, and baby changing facilities.

All maintenance responsibility will be with the owners.

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8.0 Conclusion

The definition of community should extend to the very heart of the development with the architecture forging friendships and a sense of belonging.

Scale and choice of materials suggest a familiarity of domestic architecture making it easier for residents to identify with the buildings.

The quality and connection to the local vernacular maintains links with the local neighbourhood and wider communities.

The Developer's aim is to create a sympathetic high quality, bespoke residential development. This has been achieved after many design reviews, redesigns and rethinks, discussions with regulatory authorities, design team members and feedback from local housing professionals to achieve this well-balanced project offering much needed diverse housing supply to the area.

The Casey Group, Yorkshire Housing and Nicol Thomas very much look forward to progressing this development on to site early next year. The following considerations are critical to the implementation of this development:

- Continued understanding of the emerging context of the proposed development
- Commencement of detailed design development to ensure deliverability of the proposed aesthetic
- Continued evaluation of cost to ensure deliverability of the proposed scheme
- The continued support of Ryedale Council Planning Department in respect of the vision for future development in the Borough.



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