



Design and Access Statement
For a Full Planning Application at
Whitby Road, Pickering

Issue 1 | AUG 2017



DAVID WILSON HOMES
WHERE QUALITY LIVES

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DAVID WILSON HOMES
WHERE QUALITY LIVES

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1.0 | Introduction

This Design and Access Statement has been prepared by STEN Architecture on behalf of David Wilson Homes in support of a Full Application for Planning Permission for residential development on Land at Whitby Road, Pickering.

This statement has been prepared under the requirements of the Town & Country (General Development Procedures) (Amendment) (England) Order 2006. The structure and content has been informed by:

- The Town & Country Planning (General Development Procedure) (Amendment) (England) Order 2010
- DCLG 'Guidance on Information Requirements and Validation' (March 2010)
- 'Design & Access Statements – How to write, read and use them' (CABE 2006); and
- Secretary of State Appeal decisions on the role of a Design & Access Statement

The statement seeks to explain the design principles for the development, based upon an understanding of what is appropriate for the site, determined through an analysis of the surrounding context. These principles are based upon good practice as set out in national planning and urban design guidance.

The document has the following functions and purpose:

- Identify the existing context of the site
- To provide a description of the key issues, constraints and opportunities afforded by the site, and the evaluation that has informed and led to the proposed form of development;
- Identify the key development principles and framework which has informed the detailed design of the scheme; and
- To provide appropriate information on the development in terms of layout, scale, amount, landscaping, appearance and access.

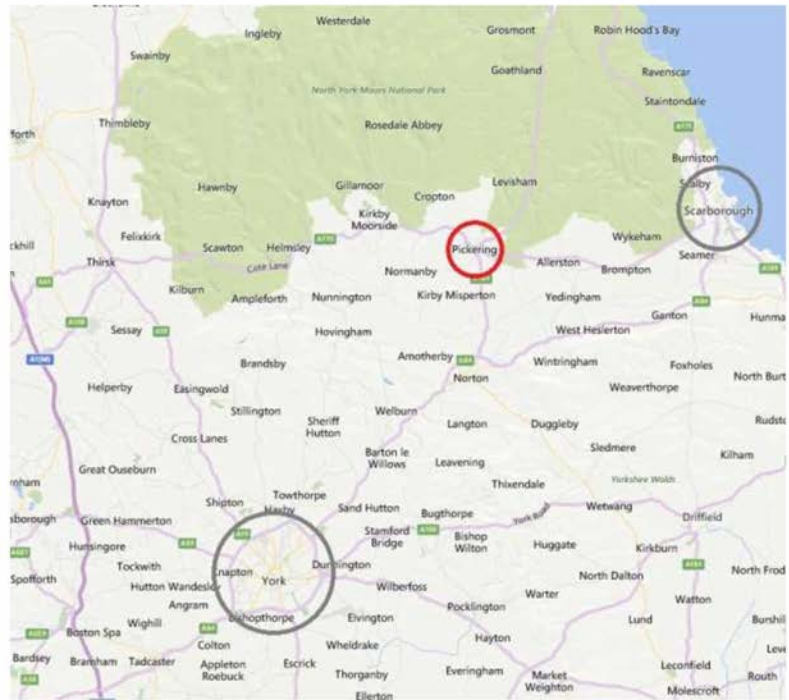
The ethos of the design is to:

- Create a sustainable residential development that supports the existing community and respects the positive features of the site
- Create a legible and attractive place with a sense of identity
- Create a high quality living environment
- Provide a well planned layout and the creation of pleasant and well designed streets and spaces.

2.0 | Site Location

2.0 | Site Location

Pickering is a busy North Yorkshire market town in the heart of Ryedale district nestling in the Vale of Pickering and gateway to the North York Moors. The site is located to the north west of the town centre. The A169 runs to the west and north of the site and connects Pickering to small settlements in the north including the North Yorkshire Moors, and the larger settlement of Malton to the south. At Malton the A169 connects to the A64 providing easy access to York (and the A1M) in the south west and Scarborough in the north east. Bus services operated by Yorkshire Coastliner connect to York via Malton, Whitby and Thirsk and to Scarborough operated by Scarborough and District. There is a town bus which travels a circular route around the town. The nearest mainline railway station is at Malton, 8 miles (13 km) away and the North Yorkshire Moors heritage railway runs seasonal services to Grosmont and Whitby.



3.0 | Design Policy Context

The application is supported by a Planning Statement, which provides a comprehensive assessment of the proposed development against relevant planning policy. This section reviews key national and local design policy and guidance.

National policy

The National Planning Policy Framework aims to make the planning system less complex and more accessible, to protect the environment and to promote sustainable growth. The underpinning thread of the NPPF is sustainable development and paragraph 56 states:

“Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.”

With regard to design NPPF states in paragraph 58 that developments should: function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit; optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks; respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation; create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; *and are visually attractive as a result of good architecture and appropriate landscaping.*

National design guidance

There are numerous best practice documents relating to design including ‘By Design’ (DETR and CABE), The Urban Design Compendium (English Partnerships and Housing Corporation), and the companion guide to PPG3 ‘Better Places to Live By Design’ which all outline the importance of good urban design and provide advice for the design of

residential areas. All of which will provide the underlying principles on which the development for this site is designed. There is general consensus over the principles of good design, although different terminology is sometimes applied. The core factors contributing to good urban design which underpin all of the above best practice include the following principles:

Character – somewhere with a sense of place and local distinction

Legibility – a place, which is easy to understand and navigate

Permeability – achieving a form of layout, which makes for efficient pedestrian and vehicular movement

An articulated townscape – creating an interesting, locationally responsive townscape utilising building height, scale and massing all of which should be human in scale

Human scale – the arrangement of building forms, which are easy for the human eye to read and provide a sense of scale and perspective

Security, natural surveillance – creating places, which are properly overlooked and make effective passive and active policing

Detailing, richness and interest – promoting ornamentation, rhythm, consistent vernacular, richness and intrigue to the built environment

Quality within the public realm – promoting routes and spaces, which are attractive, safe and uncluttered

Continuity and enclosure – promoting the continuity of the street frontage and the definition of public and private space

Adaptability, robustness and sustainability – the layout of the site and individual buildings should all contribute towards the minimisation of resources from the design stage

CABE - By Design

National Planning Policy Guidance (NPPG)

The centrality of good design as an integral part of achieving sustainable development is reinforced from the NPPF. An emphasis is placed on good design making “the best possible use” of resources, including land, community, economic, infrastructure and other resources over the long as well as short term.

It suggests good design should:

- Ensure that development can deliver a wide range of planning objectives;
- Enhance the quality of buildings and spaces, by considering form and function, efficiency and effectiveness;
- Address the need for different uses sympathetically.

The NPPF’s expectation that design will have a prominent role in plan making is reiterated by a reaffirmation that the plan making body will need to “evaluate and understand the defining characteristics of the area as part of its evidence base” as a means of informing appropriate design opportunities and policies. Once again, good design is identified as indivisible from good planning, and should be at the heart of the plan making process.

A clear attempt is being made to demystify ‘good design’ by establishing sound, clear and easy to follow design policies and processes. This provides the foundation for assessment by use of expert advice from appropriately skilled in house staff or consultants. However, it is clearly stated that design should not be the preserve of specialists and it is important to seek the views of local communities, emphasising the importance of the consultation process.

It is recognised that although design is only part of the planning process it can affect a range of economic, social and environmental objectives. Planning policy and decisions, of which design is a part, are identified as needing to support these objectives and should therefore consider matters relating to: local character (including landscape setting); safe,

connected and efficient streets; a network of green spaces (including parks) and public places; crime prevention; security measures; access and inclusion; efficient use of natural resources; and cohesive and vibrant neighbourhoods.

The outcomes of good design are to be benchmarked against 7 criteria or “qualities” typical of valued places, including: functionality; supporting mixed uses and tenures; successful public spaces; adaptability and resilience; distinctiveness; attractiveness; and ease of movement.

Notwithstanding that *By Design: Urban Design in the Planning System (2000)* and *Better Places to Live By Design (2001)* have been cancelled with the publication of the PPG, the central urban design principles that underpin good design and need to be considered are reiterated, including: Layout, Form, Scale, Detailing and Materials.

Which planning processes and tools can we use to help achieve good design?

The promotion of good design is identified as being relevant to all stages of the planning process, from the development plan stage through to planning applications.

For the latter stage a series of ‘established ways’ are identified in which good design can be achieved:

- Pre-application Discussions;
- Design and Access Statements;
- Design Review;
- Design Codes;
- Decisions on Applications;
- The Use and Implementation of Planning Conditions and Agreements.

The guidance recognises that the qualities of well designed places are similar across most developments but articulates what this can mean for housing design, town centre design, and street design and transport corridors.

Housing Design

Themes consistent with the NPPF are in evidence with functional, attractive, sustainable and adaptable criteria being singled out as underpinning well designed housing. Affordable housing provision is also highlighted as needing to be tenure blind and not 'banished to the least attractive part of the site' in well designed places.

In recognition that comparatively small items can have a significant influence on the success of places, bin and bike storage, access to meter boxes, spaces for drying clothes and space for deliveries are identified as requiring particular consideration with a duty placed on local authorities to ensure that each dwelling is carefully planned.

The Manual for Streets influence is evident in the principles identified for successful streets, with an integrated approach 'where buildings and spaces and the needs of people, not just of their vehicles, shape the area'. The rigid application of highway engineering standards are condemned as delivering a 'sense of sprawl and formlessness and development which contradicts some of the key principles of urban design'. Imaginative and context specific design is advocated with a requirement for each street to be considered as 'unique', responsive to its character and location. The quality of streets, the integration of public transport, the removal of street clutter, the legibility of the place are all also highlighted as strong contributory factors in supporting social, economic and environmental goals by encouraging people to walk and use streets.

Relevant Local Policy

The Ryedale Local Plan was adopted in March 2002 and contained a range of planning policies. Most of these policies have now been superseded by the adoption of the Local Plan Strategy.

The Local Plan Strategy (adopted 2013)

The vision for Ryedale includes an overarching vision for Pickering. It suggests Pickering will be the main service centre serving northern Ryedale, reinforcing its longstanding role throughout history as a strategic location and vantage point over the Vale of Pickering. Local facilities and services will be improved and the town's fine historic fabric and wider historic setting will have been retained. Complementing its role as a vibrant working Market Town, Pickering will continue to be an important visitor destination in its own right as well as a gateway to the North York Moors National Park and to tourist attractions and recreation opportunities in northern Ryedale.

The strategy highlights the opportunity of Greenfield sites on the edges of the town for medium density family housing, accommodation to address the needs of a local ageing population and new business space (p.36). Key Principles for Pickering include:

- Retaining the compact and accessible Market Town feel
- Preservation of surrounding historic strip field patterns
- Safeguarding of views towards and across the town and into the Moors
- Ensure development is sensitive and responsive to the historic character and form of the town and its setting in the wider landscape
- Avoid coalescence with Middleton
- Controlling pressure for incremental urbanisation of the approach into Pickering along the Malton Road.

The site is ideally located to meet these key principles, being located close to the town centre, avoiding coalescence, ensuring there will be no significant negative impact on key views, the historic character or landscape character, and being situated on fields that have lost the historic strip field pattern.

In terms of developer contributions, **Policy SP3** suggests the council will seek affordable housing contributions of up to 35%. The infrastructure schedule in section 6 of the strategy suggests Pickering is in need of further open space opportunities and school places.

Policy SP12 covers heritage assets and sets out the ways in which the council will seek to protect and enhance the area's history. This includes seeking to ensure the sensitive expansion, growth and land use change in and around the Market Towns and villages, safeguarding elements of the historic character and value within their built up areas, including Visually Important Undeveloped Areas, as well as surrounding historic landscape character and setting of individual settlements.

Policy SP13 covers landscapes and landscape character. It suggests that development proposals should contribute to the protection and enhancement of distinctive elements of landscape character that are the result of historical and cultural influences, natural features and aesthetic qualities including:

- The distribution and form of settlements and buildings in their landscape setting
- The character of individual settlements, including building styles and materials
- The pattern and presence of distinctive landscape features and natural elements (including field boundaries, woodland, habitat types, landforms, topography and watercourses)
- Visually sensitive skylines, hill and valley sides
- The ambience of the area, including nocturnal character, level and type of activity and tranquillity, sense of enclosure/exposure.

Policy SP14 covers biodiversity in Ryedale, and seeks to protect, enhance and restore ecological assets. It states that development will only be permitted where it can be demonstrated that there is a need for the development in that location and that the benefits outweighs the loss and harm. Where loss and harm cannot be prevented or

adequately mitigated, compensation for the loss/harm will be sought. Policy SP15 covers Green Infrastructure networks and seeks to protect and enhance these features. In relation to the site this means protecting trees and hedgerows wherever possible, providing new open space and biodiversity opportunities to a level commensurate with the identified need.

Policy SP16 covers design. It suggests development proposals will be expected to create high quality durable places that are accessible, well integrated with their surroundings and which:

- Reinforce local distinctiveness
- Provide a well-connected public realm which is accessible and usable by all, safe and easily navigated
- Protect amenity and promote well-being
- The policy suggests that to reinforce local distinctiveness, the location, siting, form, layout, scale and detailed design of new development should respect the context provided by its surroundings including:
 - Topography and landform that shape the form and structure of settlements in the landscape
 - The structure of towns and villages formed by street patterns, routes, public spaces, rivers and becks.
 - The grain of the settlements, influenced by street blocks, plot sizes, the orientation of buildings, boundaries, spaces between buildings and the density, size and scale of buildings
 - The character and appearance of open space and green spaces including existing Visually Important Undeveloped Areas (VIUAs)

- Views, vistas and skylines that are provided and framed by the above and/or influenced by the position of key historic or landmark buildings and structures

The type, texture and colour of materials, quality and type of building techniques and elements of architectural detail.

The policy also sets out a number of key design objectives. It states that the design of new development will also be expected to:

- Incorporate appropriate hard and soft landscaping features to enhance the setting of the development and/or space
- Contribute to a safe and well connected public realm by respecting and incorporating routes, buildings and views which create local identity and assist orientation and wayfinding; creating public spaces which are safe and easy to use and move through by all members of the community; facilitating access by sustainable modes of travel including public transport, cycling and walking
- Reduce crime and the fear of crime through the careful design of buildings and spaces
- Provide, where appropriate, active and interesting public frontages, clearly defined public spaces and secure private spaces
- Make efficient use of land and to be built at a density which is appropriate to its surrounding context.
- It says that in general new housing development should not be built below an indicative density of 30 dwellings to the hectare unless this can be justified in terms of the surrounding context

Policy SP17 covers Managing Air Quality, Land and Water Resources. The policy suggests the use of sustainable drainage systems and techniques, where technically feasible, to promote groundwater recharge and reduce flood risk. **Policy SP18** covers low carbon / renewable energy. In the absence of major opportunities for large-scale renewable and low

carbon energy generation, new development is expected to play a key role in reducing carbon emissions and improving building sustainability by demonstrating that all levels of the Energy Hierarchy have been considered, taking into account the nature, scale and location of the development. The policy requirements for renewable energy and the Code for Sustainable Homes have now been removed through the national Housing Standards Review.

Policy SP20 deals with Generic Development Management Issues and sets out number of overarching objectives:

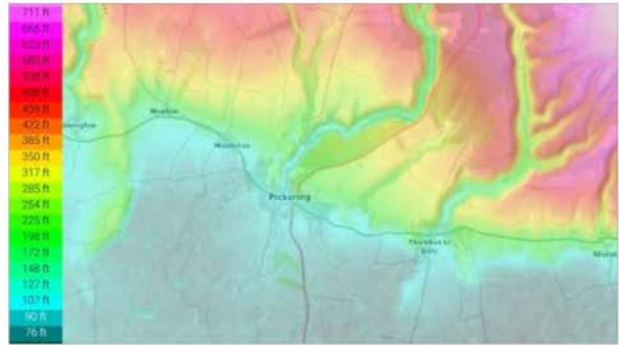
- New development will respect the character and context of the immediate locality and the wider landscape/townscape character in terms of physical features and the type and variety of existing uses. Proposed uses and activity will be compatible with the existing adjacent uses
- The design of new development will follow the principles established in Policy SP16.
- New development will not have a material adverse impact on the amenity of present or future occupants, the users or occupants of neighbouring land and buildings or the wider community by virtue of its design, use, location and proximity to neighbouring land uses. Impacts on amenity can include, for example, noise, dust, odour, light flicker, loss of privacy or natural daylight or be an overbearing presence
- New development proposals which will result in an unacceptable risk to human life, health and safety or unacceptable risk to property will be resisted.
- Access to and movement within the site by vehicles, cycles and pedestrians would not have a detrimental impact on road safety, traffic movement or the safety of pedestrians and cyclists. Information will be required in terms of the positioning and treatment of accesses and circulation routes, including how these relate to surrounding footpaths and roads.

4.0 | Area and Site Analysis

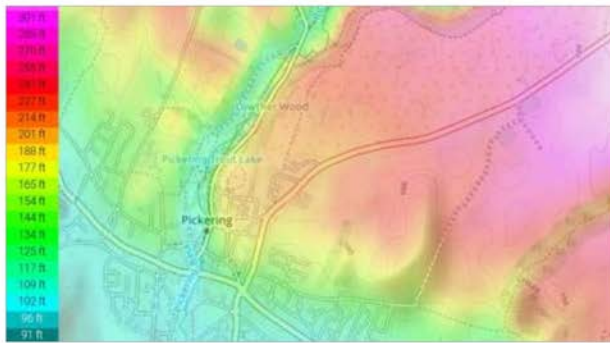
4.0 | Area analysis: topography, landscape and setting



Topographical heat map showing the regional context including North Yorkshire Moors



Topographical heat map showing Pickering's location in the North York Moors foothills



Topographic plan showing localised land levels around site to the North of Pickering



The site is located in Landscape Character Area F 'Linear Scarp Farmland'

4.0 | Area analysis: topography, landscape and setting

Pickering is the third biggest town in the District, and is a key settlement for serving northern Ryedale. Being on the Fringe of the Moors, the landscape is a very important feature, within both the context of the setting of the Moors and the Vale of Pickering. The town sits on modestly rising land, with the wooded dale to the north. Pickering is almost fully surrounded by historic field patterns, in the form of strip field systems. It is a key feature of the landscape of this part of the Moors Fringe, and a relatively rare feature within the Vale of Pickering area.

The Landscape Character Assessment of Northern Ryedale, prepared by Gillespies in 1999, assigns the landscape into four differing character types. The site lies within the character type F 'Linear Scarp Farmland' of the Pickering High Fields and is described as:

- Panoramic views from the escarpment ridge out across the Vale of Pickering to the south.
- Attractive rural qualities with a medium to large-scale field mosaic containing prominent hedgerows and woodland blocks.
- Settlement concentrated along the foot of the slope.
- Dynamic, rhythmic quality to the undulating relief.
- North south orientated dry valleys and roads.
- Strong medieval field pattern around Pickering.

The Council consider there are some opportunities for sensitive new development within Pickering. However, the impact on the issues below will be considered.

Strip field systems are important and relatively rare features within the Vale of Pickering landscape. Sites such as the one proposed for development, where the strip field systems are less intact and not as prominent in the area, may be appropriate providing that the existing hedgerows and trees are incorporated into the design of the scheme.

Protecting the setting of Pickering Castle, a Scheduled Ancient Monument is important so new development needs to avoid the sensitive Castle area. Development of the proposed site would achieve this.

Coalescence with Middleton, it is considered that it is important that the identity of Middleton should be retained by keeping some land free from development between the settlements. Development of the proposed site would enable this separation to be retained.

Developing on land to the north of Pickering has the potential to be more visually prominent within the wider landscape. Therefore, it is suggested in terms of development to the north of the existing town, it should be close to the existing town edge, without unduly projecting out into the open fields on the upper slopes. The proposed development site is located on land close to the town centre and the boundary will be confined so that it does not project into surrounding strip fields. The green infrastructure networks in Pickering are reasonably well formed. It should be expected that any new development should retain the existing strip field



Countryside to the north of the site / Pickering looking south



View toward site from North showing screening effect of vegetation



Site is not visible from Whitby Road

4.0 | Area analysis: topography, landscape and setting

system hedgerows and trees and supplement these to help buffer the edges of the development and reduce any visual impact.

The site is slightly elevated, sloping land adjacent to northeast settlement edge. The area is bounded by residential development to the west and south. To the north is the cemetery. There are no long distance views of this area from the roads. The site could be visible in the background from elevated points within the Vale, but it is not considered significant considering there is twentieth century development on two sides (west and south) already, and new development will be viewed against these existing settlement edges.

The higher parts of the site are on the northern edge adjacent the boundary with the cemetery. It slopes gradually in a north to south direction toward the existing residential area on the southern boundary. There are some long distance views over rooftops of

the settlement to the south toward the hills in the background. The western and eastern fields taper down into the centre of the site which has a pronounced dip and change in levels, creating an undulating localised landscape. Views from the east are screened by the mature hedgerow which defines the eastern boundary. The surrounding housing on the western and southern sides, the mature treed northern edge to the cemetery and the hedgerows to the north east and along the eastern boundary will ensure the site is visually well contained from localised viewpoints and within the wider landscape.



Planting around cemetery helps to screen views from north



Long distance views southward over rooftops from elevated areas



The site has a pronounced dip in the centre

4.0 | Area analysis: wider context

Pickering is situated on the southern boundary of the North York Moors National Park. It is located in undulating countryside that rises to moor land to the north and flattens out to the Vale of Pickering to the south. Wooded dales run into the area from the higher moor land on a north-south axis. There are no clear views of Pickering from the north, due to tree cover and limited views from northeast due to topography. Views of Pickering from the south pick out the taller buildings, as the land is flatter to the south of the A170. Views of the suburban development in Pickering are achieved from the A170 from both east and west directions.

Pickering Beck, runs south through the town from the higher Moors, into the flat Vale of Pickering beyond. Pickering Beck forms an attractive natural feature through the centre of the Town. Medieval Strip fields systems are heavily concentrated around Pickering with larger arable fields further into the southern Vale.

The town lies at the cross roads of the east-west A170 and the north-south A169. The smaller settlements of Aislaby and Middleton are strung along the length of the A170 and close to Pickering. The small historic settlement of 'Keld Head', now coalesced with Pickering on its western edge, provides an attractive entrance point into the town.

Pickering hugs either side of the A170, the historic main route through the town, which is lined with listed buildings, and laterally follows the contours of the land. Pickering Castle, an English Heritage Visitor attraction lies to the north of the town with Beacon Hill

siege castle, both Scheduled Monuments, lying to the west of that. The North York Moors Heritage Steam Railway has its headquarters at Pickering where the steam trains travel north through the National Park to Whitby. Pickering has developed around a Market Place, although the majority of housing is in the form of residential estates served off the main A170 road. The central area is a conservation area with modern housing development surrounding the town to the west, east, north and south. Industrial development is well screened to the south east and to the south west of the town in the purpose built Industrial Estates. Weathered grey limestone and red pantile roofs are the vernacular building materials. The traditional construction materials are the same as for Helmsley and Kirkbymoorside limestone/sandstone with clay pantiles. However some Victorian and most twentieth century properties are brick built with slate or concrete tiled roofs.

The Church is located just to the north of the eastern end of the Market Place and dominates views of Pickering from most approach roads. Pickering Church is a Grade I Listed Building dating from the twelfth Century. It is notable for its extensive mid-fifteenth Century wall paintings. To the north of the Church, stands Pickering Castle which was erected in the late eleventh Century/early twelfth Century to form a defence against the Scots and Danes. South of the castle, the sloping Market Place between the Church and the beck is lined with two and three-storey buildings from a variety of periods. Most are Listed for their historical or architectural interest. This area is also the centre of the town's main Conservation Area.



Local shops in Pickering town centre

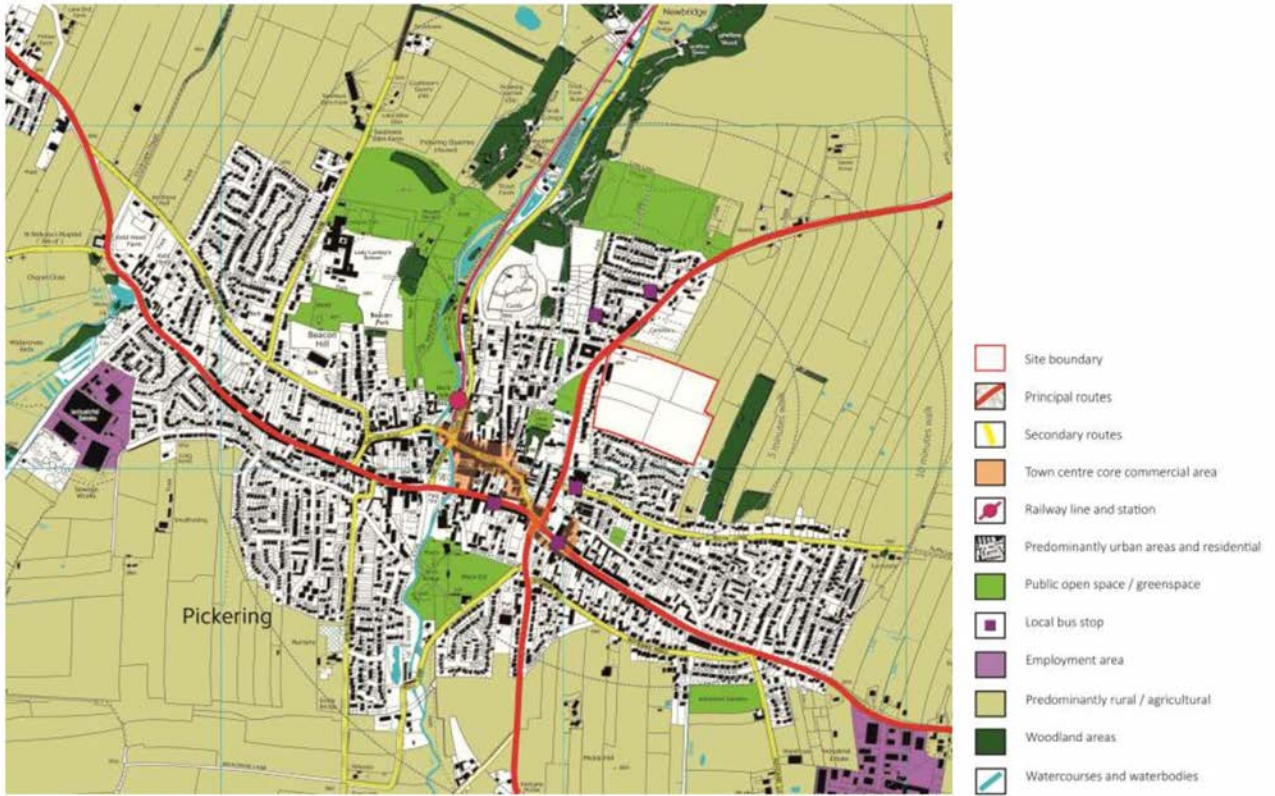


Informal open space located close to site to the north



North Moors railway station

4.0 | Area analysis: context plan



4.0 | Area analysis: wider context

The main traffic thoroughfares converge at the Forest and Vale roundabout. In summer, this junction has to accommodate large numbers of both tourist and local traffic travelling north/south from Whitby/Malton together with east/west traffic from Thirsk/Scarborough. This can result in heavy traffic congestion. There are two main shopping areas, the Market Place with access to the town's main convenience store via Champley Mews, and the mixed housing/retail development known as Eastgate Square. Important open green areas occur at Smiddy Hill, Eastgate road verges, Pickering Castle Moat and Beacon Hill which make a significant contribution to the character and attractiveness of this part of the settlement.

There are very few large employers within the town, the majority of employment being associated with retailing, tourism or small industrial firms based on the town's two industrial estates at Westgate Carr Road and Thornton Road.

The town is famous for its tourist attractions, like the North Yorkshire Moors Railway, Medieval Castle, Beck Isle Museum and the stunning Saxon Church with its world-famous 15th century wall paintings. It has a thriving town with a vibrant, active local community, the town's historic market place has many independent retail businesses. Alongside the independent retailers, there are cafés, tearooms, restaurants, pubs and bars. The town has an infants school (Pickering Community Infants) two local primary schools (Pickering Community Junior School, and St. Joseph's Roman Catholic Primary School) and

Lady Lumley's School, a specialist sports and language college with its own 6th form. Other local services include a Public Library, Tourist Information Centre, Police Station and Fire Station. Two key areas of recreational space at the grounds of Lady Lumleys School and the recreation ground to the south. Elsewhere there are small isolated pockets of green open space, but these are small in size, and contribute to the general amenity of the area. There is an informal open space at the northern end of the Town close to the site off Whitby Road. There are two allotment sites in Pickering.

The site therefore benefits from excellent access to a range of facilities within a 5-10 minute walk including local bus stops, the town centre, primary schools, parks, play areas and a doctors surgery. The secondary school and leisure facility are a little further afield at around 12-15 minute walk.

The Public Rights of Way (PROW) network in Pickering is focused around the wooded dale, Newtondale, to the North, surrounding the Castle and following Pickering Beck south, and continuing through the town, and out on the Vale of Pickering. Here there are a number of PROWs that allow people to walk round the southwestern corner of Pickering to get to Keld Head. Other routes extend further south, out into the Vale of Pickering. There are no PROWs to the northwest, and south east of Pickering. A PROW extends eastwards from Ruffa Lane, and continues into Thornton le Dale. The high concentration of field boundaries is a green infrastructure network, but one that is more focused for biodiversity.



Supermarket located within 10 minutes walk

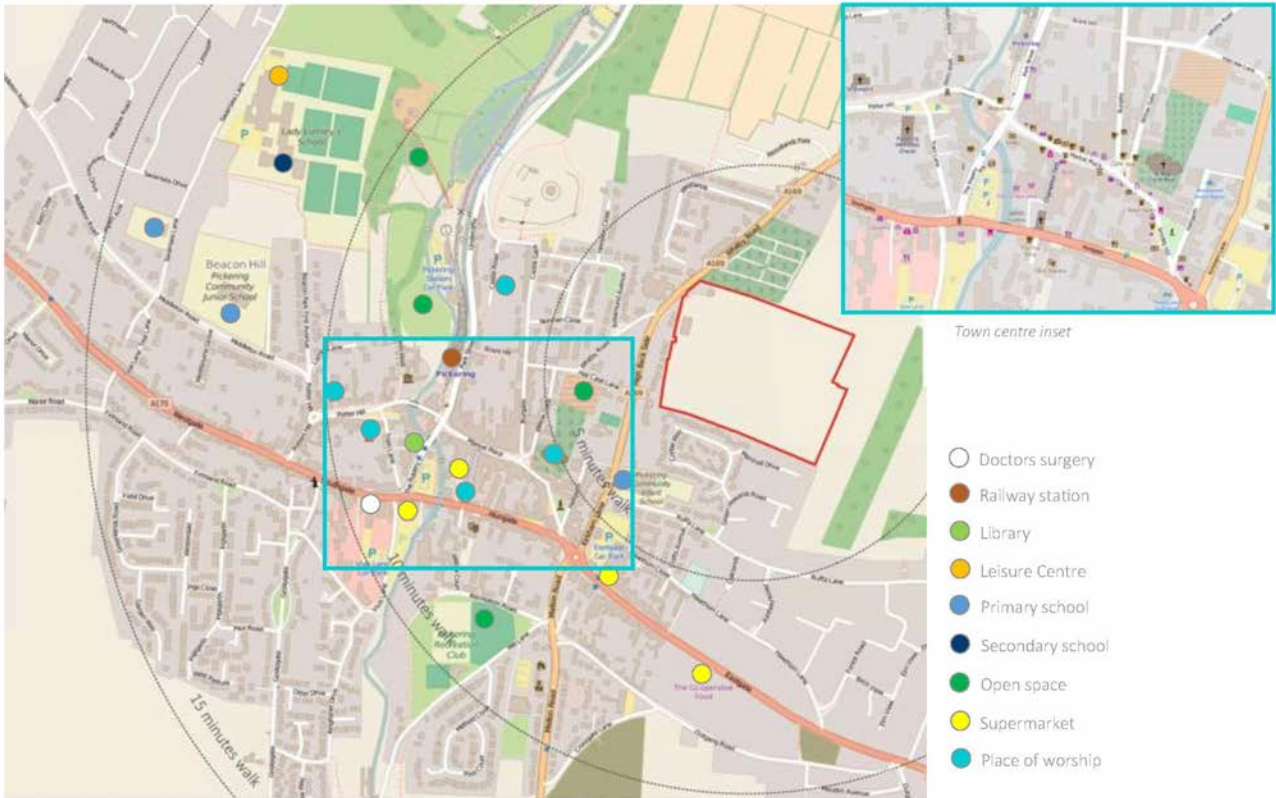


Supermarket located within 10 minutes walk



ProW network around Pickering

4.0 | Area analysis: community facilities



4.0 | Area analysis: historical development



The area around Pickering was perfect for early settlers, thanks to its location at the edge of a glacial lake, and the rich natural resources provided by the abundant wetlands, moorland and forests that surround it. Whilst the Celts, Romans and Anglo Saxons all inhabited the area, the modern town is rooted in the Medieval Period. Following the Norman invasion in 1066, a manor and castle were erected, and they were both passed down through the nobility and Monarchy until the Civil War. In 1598 the streets of Pickering were: East Gate, Hall Garth, Hungate, Birdgate, Borrowgate (the present Burgate) and West Gate. Many older small houses were built at this time, some of stone with thatched roofs. The stocks, shambles and the market cross stood in the centre of town in the Market Place. The castle fell into disrepair yet the town flourished. After the Restoration, Pickering prospered as an agricultural and market town, and it became a hub for non-conformist religions, with Quakers and Methodists both gaining a strong presence in the town. It had watermills and several inns and was a centre for mail coach traffic and trade. At this time the beck was an open sewer and it remained so until the early part of the 20th century.

Pickering was a central part of the stagecoach network for many years, and the opening of the Whitby & Pickering Railway in 1836, and the subsequent connection to the Scarborough line in 1882, helped the town to grow and prosper. The Whitby & Pickering Railway was built as the culmination of attempts to halt the gradual decline of the port of Whitby. Although the W&P had been promoted for its goods carrying

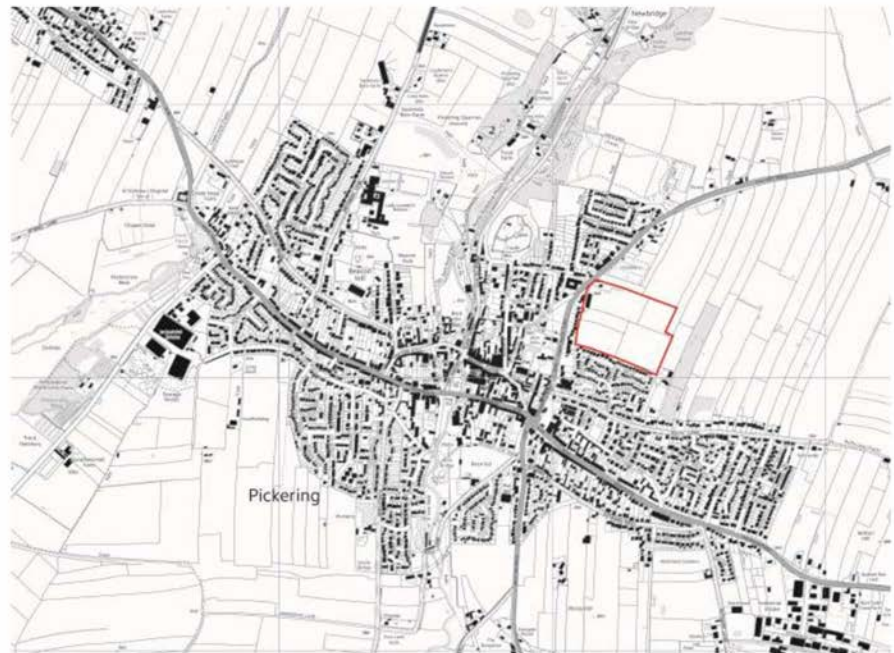
capabilities (including coal, stone, timber and limestone), it was intended to carry passengers from the start. It generated a number of new local industries that could not have thrived without the cheap and easy transport of their wares by the new railway. These industries brought employment both in themselves and on the railway and, often for a short time, wealth to the immediate vicinity of the railway.

In 1922 an old mill was converted to the Memorial Hall in memory of the Pickering men killed in the First World War. This hall, now modernised, serves as a community centre. The Castle Cinema was built in 1937 in Burgate. Electricity had arrived a few years earlier. The years from 1920 to 1950 saw a decline in Pickering's role as an agricultural market town and the population fell from a peak of 4,193 in 1951 to 4,186 in 1961. The closure of the railway in 1965 under the Beeching axe was a blow to the area. The economy of the town saw a turn-around in the following decades with the greater mobility of the working population and a rise in tourism due to increasing car ownership. Although Pickering's importance as an agricultural centre began to wane in the 20th century, farming represents a large part of the area's economy. Today, Pickering is a bustling tourist centre and market town, with a number of developing service industries and a thriving business community. The tourist venues of Pickering Parish Church, Pickering Castle, the North Yorkshire Moors Railway and Beck Isle Museum have made Pickering popular with visitors.

4.0 | Area analysis: Figure-ground plan

Pickering, like many Yorkshire market towns, remained until relatively recently a compact town based around the historic centre and medieval street pattern, with some further ribbon development along historic routes leading into the town.

The maps on the previous page show that it was not until the latter half of the 20th century that the town began to significantly expand in size, with the development of surrounding agricultural land for suburban homes through new urban extensions. These planned suburban estates have taken place either side of the A170 and to the north along Whitby Road.



2016

4.0 | Area analysis: Heritage Assets

The majority of Pickering's listed buildings are concentrated in the historic core of the town within the bulk of the conservation area (shown as a white line). The Parish Church is grade I listed (light blue circle below) whereas most other listed assets are Grade II. The Scheduled Monument (area shaded red) covers the grounds of the castle and its ruins.

There are no other key heritage assets within the immediate vicinity of the site, the closest being buildings located along the A169 to the south west, which are some distance away and separate to the site with housing in between. Views of the site from the conservation area will be limited by the intervening housing.



4.0 | Site analysis: site description

The application site is located to the north of Pickering and to the east of Whitby Road, which provides the principal pedestrian and vehicular route down the hill to the south toward the town centre. There are no public rights of way through the site or directly adjacent to it.

The site is broadly rectangular and slopes from north to south with a pronounced valley cutting through the centre along a north / south axis. The land is currently used for agriculture and is parcelled off into a number of large rectangular and square fields, which unlike some surrounding fields to the north, do not reflect the historic narrow strip fields.

There are a number of large attractive mature trees located at the edges of the site and standalone specimens within fields. There are hedgerows located in the centre of the site and along the western edge which run in north / south direction, and hedgerows along the edges of the site in the north-west corner adjacent the existing properties and along the boundary with the cemetery.

A 2 storey red brick farmhouse is located in the north western corner, with ancillary coups to the east on the northern boundary. An attractive private garden surrounds the property with open aspects over the fields to the south. A collection of 1-2 storey timber framed metal sheeted barns are located adjacent to the western boundary, within these is a WW2 pill box which remains largely intact and is currently used for agricultural storage. There is a gated access track to the rear of these barns leading to the access from Whitby Road.

From the elevated northern parts of the site there are long distance views out southward over rooftops toward the Vale of Pickering. There are also potentially attractive views to the north and west over the surrounding agricultural land.

Existing 1-2 storey residential properties bound the site to the south and west, with private gardens backing onto the site. The properties are predominantly detached. Along Whitby Road, these residences have a more individual character with large front gardens set back from the road behind a wide highway verges and frontage hedgerows and trees creating a spacious character reinforced by the private open space 'village green' on the western side

of the road. A day centre is located across from the site access in the north west corner.

To the south is a planned suburban housing estate consisting of 2 storey family homes and bungalows backing onto the site, creating a linear development edge from views within the site.

Properties generally have gabled roofs often with chimneys and front projecting gables. There is a mixture of materials within the local area, including, stone, buff brick, red brick, stone cladding and some render on modern properties to the south. Generally, the established residential areas around the site have an attractive suburban character, which is different to the centre and more historic parts of the town as would be expected.

The cemetery site lies to the north of the site providing a tranquil backdrop. This is well planted which provides a visual buffer from the surrounding agricultural land to the north. To the west is agricultural fields with a similar character to the those found on the site, but shaped by remnants of the historic strip field system. There is a large 2 storey private residency adjacent to the south east corner of the site.

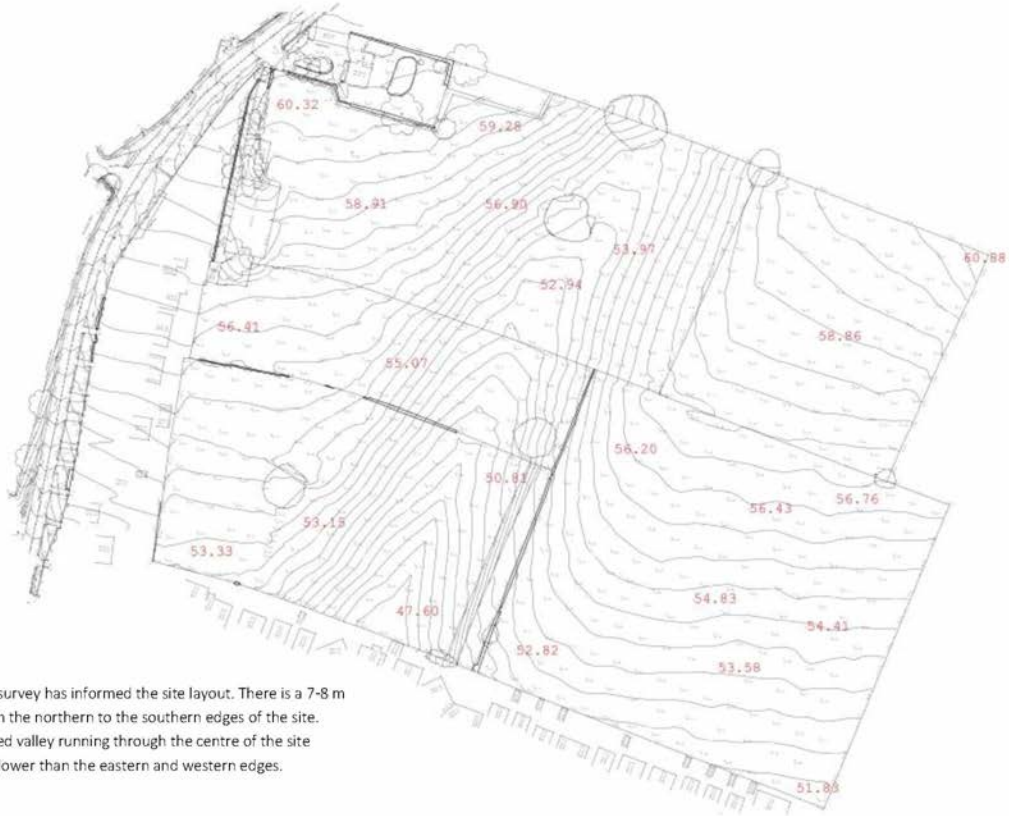


Public Rights of Way around the north of Pickering

4.0 | Site analysis: site description



- Site boundary defining extent of application for residential development
- Existing suburban 1-2 storey residential area properties predominantly backing onto site
- Trees and hedgerows located predominantly along field boundaries
- Levels fall away from the elevated north edge of the site toward the south
- Existing site access point from Whitby Road serving farmhouse and fields
- Site currently consists of open agricultural fields, with fields adjacent to north and east
- Sensitive residential edges consisting of rear and side boundaries adjacent site
- Whitby Road provides the principal route to Pickering town centre
- Potential for attractive views toward adjacent fields and south over Pickering
- Highway verge along Whitby Road creates spacious character to street
- Private open space along Whitby Road creates village green character
- Cemetery to north of site contains mature trees acting as a visual buffer



A full topographical survey has informed the site layout. There is a 7-8 m change in levels from the northern to the southern edges of the site. There is a pronounced valley running through the centre of the site which is around 6m lower than the eastern and western edges.

4.0 | Site analysis: site photos - adjacencies



4.0 | Site analysis: site photos - edges



4.0 | Site analysis: site photos





5.0 | Opportunities & Constraints

5.0 | Opportunities and Constraints





Analysis of the site and identification of opportunities and constraints enables the formation of the concept masterplan shown here. This demonstrates some key principles to be carried forward to the detailed design stage.

- 1) Primary entrance point
- 2) Central greenspace incorporating SUDS basin or similar
- 3) Contoured area of land as open space
- 4) Storage tank within pocket greenspace
- 5) Amenity of existing residents to be respected
- 6) Greenspace at entrance to the development incorporating existing trees
- 7) Important boundary to open fields with 5-10m landscape buffer
- 8) Trees retained within public realm

6.0 | Design Solution & Evaluation

6.0 | Design Solution and Evaluation

The principles of good urban design are well established and are consistent throughout many residential developments. The proposed design solution can be assessed against these principles to ensure a successful and sustainable development. The site constraints, considerations and strategies have all been borne with the final scheme. In total David Wilson Homes are proposing a development of housing that totals 239 residential dwellings with a mix of 2-4 bedroom mews, semi-detached and detached dwellings that includes 35% affordable dwellings (comprising 8 no. 1 bed, 58 no. 2 bed and 17 no. 3 bed). Total area of usable public open space equates to 3.22 acres/1.3 hectares. The following text clarifies the specific detail of the submitted scheme.

CHARACTER

It is the design team's intention to promote local character and reflect the positive elements of Pickering's built form. Character is maintained and created through careful use of materials and detailing alongside consideration of massing, grain and density. In keeping with residential development in the town all new dwellings have car parking in curtilage, or designated within a parking court. The green spaces and drainage solutions are designed to create an area for biodiversity and create a pleasant environment for all users.

LEGIBILITY

The new development will be primarily served via vehicle access points from Whitby Road. A 5.5m wide road with 2m footpaths bring you into the development and the main road running through the site with secondary shared surfaces and cul-de-sacs connecting. Secondary roads will be 4.5 m wide shared surfaces with 2m margins to the edges that will have incidental visitor parking located on them. The clear hierarchy of roads, position of dwellings and use of footpaths ensures legibility. The layout has been designed so that there is good natural surveillance to all areas of open space and roads with new dwellings looking onto these areas.



6.0 | Design Solution and Evaluation

PERMEABILITY

A clear road hierarchy has been established with defined routes through the development, reinforced with the choice of surfacing material finish. The road typologies have been designed to accommodate the regular vehicles that use them – private, waste collection, other service vehicles, emergency as well as cyclists and all pedestrian needs. Pedestrian connectivity has been thought of within the design allowing safe movement into the site by means of a 2m footpath to the sides of new access.

AN ARTICULATED TOWNSCAPE

The Planning and Policy Context analysis has established that the use of the site for residential development with vehicle access. Dwellings are well laid out with positive frontage through out. Vehicle parking is either alongside or in front of dwellings and this mix of car parking arrangement allows for landscaping in the street. Dwellings are predominantly 2 storey in height with dual aspect dwellings proposed at important corners to ensure continuity of activity and a positive response to open spaces.

HUMAN SCALE

The location and orientation of the new dwellings respect the surrounding properties and relate well to one another. They are generally positioned parallel to one another, or at 90 degrees to their neighbours. There are also intimate dwelling clusters, typically at the head of the cul-de-sacs with some buildings located to create focal ends and vista stops. The new development respects the existing neighbouring properties by retaining existing boundary trees, hedgerows and planting to the perimeter of the site that creates a substantial stand-off to any of these properties.



STREETSCENE ALONG PRIMARY HIGHWAY ILLUSTRATES ACTIVITY AND QUALITY ALONG AN IMPORTANT ROUTE

6.0 | Design Solution and Evaluation

SECURITY, NATURAL SURVEILLANCE

All new developments should create pleasant environments for residents where they feel safe and quality of life is not undermined by crime or the fear of crime. The following considerations have been taken into account when planning the scheme layout;

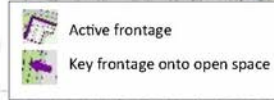
- Well defined routes for cars and pedestrians which are well overlooked.
- Structured places with no conflict between uses.
- All publicly accessible spaces overlooked.
- Management scheme to ensure landscaped areas are well maintained.
- Well defined defensible spaces and the use of suitable planting.
- Robust 1.8m high fences and gates provided.

DETAILING, RICHNESS AND INTEREST

The rationale behind the design for the development has been the desire to enhance the form of the housing layout, providing a pleasant environment for the user. The design also creates a setting which helps to assimilate the site into the surrounding landscape. Open frontages to the plots allow for the inclusion of planting set within areas and the use of trees in key locations throughout the housing will help to break up the building line, filtering views of the housing and providing a vertical dimension to the street scene.

QUALITY WITHIN THE PUBLIC REALM

New public spaces are overlooked by high quality development with active uses on the ground floor. These spaces respond to the recognisable variety within the local area. The Design Team proposes an integrated approach to the landscape design with spaces that are well lit, avoid dark corners and with lighting designed to be in context. The use of various surface materials, dropped kerbs, tactile paving, parking and drop off points will be used to facilitate ease of movement by all.



DWELLINGS OVERLOOK THE CENTRAL GREENSPACE CREATING AN ACTIVE AND PLEASANT SPACE

6.0 | Design Solution and Evaluation

Inclusive access within the layout provides for ease of movement by all social groupings and seeks certain minimum standards for disabled access for such items as steps, ramps, door widths, etc. The 'approach' to the dwelling, the area of land within the curtilage of the property from the boundary of the plot up to the building itself, will have 'accessible' paths and drives wherever possible, taking into account the topography of the site. The use of various surface materials, dropped kerbs, tactile paving, parking and drop off points will be used to facilitate ease of movement by all.

CONTINUITY AND ENCLOSURE

There is a clear definition between the public and private domain with all properties having 'defensible spaces' to their frontages, and sides on a corner position, with a variety of hard and soft treatments to the street, some giving physical enclosure to the semi-private spaces such as railings, hedges and shrub beds. Additional gable windows are also introduced to overlook public areas and ensure 'active frontages' exist throughout the site creating a safe and naturally surveyed environment. All the properties will have individual footpath accesses to their rear gardens giving direct control over their own private domain. This will aid security and, with easy access, also enable waste and recycling provisions to be located at the rear of the properties, out of sight from the street. Where possible the dwelling's private amenity spaces back onto other gardens or are screened from public areas by 1800 high brick pillar/fences or vertically boarded fences, with rails inboard to reduce climbing potential.



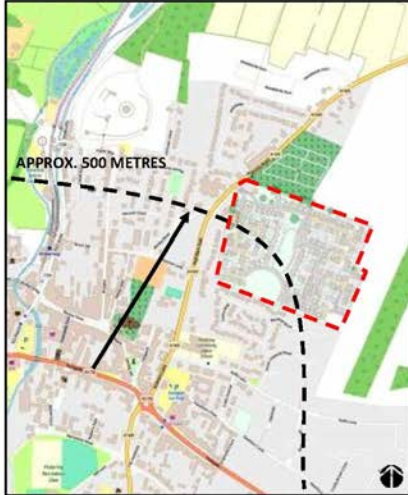
- 1 *Trees retained in a green and open setting within the public domain*
- 2 *Dwellings overlook the entry space creating activity and interest*
- 3 *Dual Aspect dwelling at a focal points ensure continuation of activity and surveillance*
- 4 *Pedestrian routes into the development are clear and easy to follow*



6.0 | Design Solution and Evaluation

ADAPTABILITY, ROBUSTNESS AND SUSTAINABILITY

A Sustainability Appraisal is included later in this document which details the Design Team's approach. In general the proposals will generate a new place that aims to meet the needs of the new community and its future generations. The proposals seek to deliver a sustainable development and a high quality of life that improves economic, social and environmental well being.



The development sits at a sustainable location within Pickering with close proximity to local services and public transport. The development provides opportunity for new residents to interact with the existing town centre and reinforces a defensible boundary to the wider settlement.



- 1 Existing tree within a green setting creates a focal point for the development
- 2 Dwellings overlook the space creating a safe and pleasant space for all users
- 3 SUDS basin within the greenspace presents opportunity for encouragement and protection of biodiversity
- 4 Pedestrian routes through the space are well defined



6.0 | Design Solution and Evaluation



STREET SCENE A-A



STREET SCENE B-B



STREET SCENE C-C



STREET SCENE D-D



STREET SCENE E-E



APPEARANCE

The scheme promotes a cohesive appearance to create a distinguishable place whilst respecting and maintaining the character of the nearby existing settlement. The application pack includes a series of streetscenes and housetype drawings, an extract from these shown here.

7.0 | Landscape

7.0 | Landscape

The defining existing structural landscape features are the central greenspace at the heart of the development, a number of retained trees at the site entrance and hedgerows bound the development. These are substantially incorporated into the scheme and influence the organisation of uses and internal routes.

- 1) Pocket greenspace at the entrance point to the development ensures retention and protection of existing trees within the public domain
- 2) Central green corridor combines functional drainage solutions with a usable space to provide amenity for all residents. Total area of usable public open space equates to 3.22 acres/1.3 hectares.
- 3) Boundary planting creates a robust edge to the development.
- 4) Pocket greenspace includes underground storage tank.



LANDSCAPE

The existing green elements present a variety of habitats which the Design Team site seek to retain and enhance by implementing a carefully considered landscape scheme for the development.

The main principles for landscape in this location are:

- Create a landscape structure that helps to settle the development into the local environment;
- To protect and enhance the existing habitat on site;
- To create an attractive and healthy environment for residential development.

PUBLIC OPEN SPACE STRATEGY

The landscape strategy for the POS areas will seek to retain as much existing vegetation as possible and enhance it with a comprehensive landscape strategy which will include a variety of native tree and shrub planting.

The open space will incorporate casual amenity space for walking, and socialising along with more formal recreation opportunities.

New planting within the Public Open Spaces will go to the heart of the residential development, breaking up the building mass . Planting will enhance the site for ecology and biodiversity.

A palette of locally provenant species will seek to enhance and extend the existing local habitats.

Public footpaths within the open spaces will cross the site connecting with the surrounding network, creating a permeable development with varied experiences along the journey.

RESIDENTIAL AREAS

A carefully considered landscape scheme for the residential areas will create distinct character within the site using a range of hedging and ornamental planting to structure the site and develop a sense of place.

The spine roads will be treated more formally using hedges to protect private space and define the street scene whilst cul de sacs, courtyards and shared surfaces will be treated more informally using a palette of species that are more gardenesque in character.

Tree planting throughout the residential parcels will aid navigation, frame views and break up the mass of the residential development whilst connecting existing habitat areas to the buffers on the edge of the site. There will be a presumption towards native species although it is acknowledged that pure natives are not always appropriate to the denser development frontages.

BIODIVERSITY

Management strategies for the site will be holistic and designed to:

- integrate landscape across the development and respond to local character;
- develop improved and legible connections between the new planting and the existing vegetation;
- manage existing wildlife by creating opportunities for it to be extended and enhanced.



8.0 | Sustainability

The proposals will generate a new place that aims to meet the needs of the new community and its future generations. The proposals seek to deliver a sustainable development and a high quality of life that improves economic, social and environmental well being. The proposals therefore have the potential to support the existing community facilities and local businesses through an increased population living nearby. The Government's guidance on sustainable development is contained in the National Planning Policy Framework.

The following statement addresses the 5 key headings below:

- Support and help revitalise the local economy;
- Reinforce neighbourhoods and communities;
- Provide a range of transport options and inclusive access;
- Protect and enhance the natural environment and resources; and;
- Integrate high quality design and construction.

SUPPORT AND HELP REVITALISE THE LOCAL ECONOMY

This application is proposed in a sustainable location with good access. The site is also located within walking distance of services including shops, pubs, railway station, post office and schools. The site provides an opportunity for residential development within easy reach of a range of education, employment, retail and leisure opportunities. The proposed site will provide high quality residential accommodation and will contribute towards the overall amenity and sustainability of the area. Employment will also be created during the construction process.

REINFORCE NEIGHBOURHOODS AND COMMUNITIES

The development of this residential scheme will contribute towards an increase in the number of people living in this area. Neighbourhoods can be reinforced by movement networks, the mix of uses and tenures, the amount and position of open space and local vernacular building materials and styles.

The health, wellbeing and quality of life of those who will be using an area will be influenced by its cohesion. The vitality of neighbourhoods is enhanced by creating variety and choice within the development and should cater for a range of demographic groups especially families. The layout of the proposed development will increase natural surveillance both within the application site and of the surrounding area and footpaths. An increase in activity in the area will also promote a safer, crime free environment.

The provision of usable open space will increase the total available to the wider community with a positive impact for a range of users.

PROVIDE A RANGE OF TRANSPORT OPTIONS AND INCLUSIVE ACCESS

The road structure has been designed to create good permeability for both pedestrian, cyclists and vehicle movement within the development.

There will be a variety of vehicle routes, pedestrian routes and cycle routes. Inclusive access within the layout will provide for ease of movement by all social groupings and will meet the standards for disabled access for such items as steps, ramps, door widths, etc.

The 'approach' to the dwelling, the area of land within the curtilage of the property from the boundary of the plot up to the building itself, will have 'accessible' paths and drives, taking into

account the topography of the site. The use of various surface materials, dropped kerbs, tactile paving, parking and drop off points will be used to facilitate ease of movement by all.

PROTECT AND ENHANCE THE NATURAL ENVIRONMENT AND RESOURCES

The site has some hedges and a significant number of trees through the site and on its boundary. The majority are proposed to be retained and where removed mitigation measures will be enforced. The proposals will provide opportunities for a mix of biodiversity within the garden areas of the new dwellings.

The garden areas will be lawned and surrounded by secure boundary treatments. The mix of plant species grown within gardens will provide opportunities for small wildlife and garden birds to benefit from the development to a much greater extent than that which currently exists.

9.0 | Summary

9.0 | Summary

The principles of good urban design are well established and are consistent throughout many residential developments. The proposed design solution can be assessed against these principles to ensure a successful and sustainable development. The site constraints, considerations and strategies have all been borne with the final scheme. In total David Wilson Homes are proposing a development of housing that totals 239 residential dwellings with a mix of 2-4 bedroom mews, semi-detached and detached dwellings that includes 35% affordable dwellings (comprising 8 no. 1 bed, 58 no. 2 bed and 17 no. 3 bed). Total area of usable public open space equates to 3.22 acres/1.3 hectares.

- 1) Green and open entry statement to the development
- 2) Central greenspace incorporating SUDS
- 3) Permeable routes with clear pedestrian movement throughout
- 4) Existing trees retained
- 5) A mix of dwellings to suit a range of users
- 6) Greenspace incorporating underground storage tank
- 7) Planted buffer to site boundary



STEN
ARCHITECTURE

STEN Architecture Ltd

Suite 4, Unit 1 | Benton Office Park | Bennett Avenue | Horbury | Wakefield | WF4 5RA

Tel: 01924 669424 | Web: www.sten-architecture.co.uk