



Phase II
Firthland Road

PICKERING

DESIGN & ACCESS
STATEMENT

Persimmon Homes Yorkshire
December 2017



Copyright © 2014 Persimmon PLC. All Rights Reserved.
 Registered P.L.C. Registered Office: Persimmon House, Parkway, York, YO26 4PL.
 Registered in England No. 405488



01 INTRODUCTION

Persimmon Homes are submitting a full planning application for residential development on land to the south of Firthland Road and west of Greenlands Road, Pickering. The proposal is for the development of 163 homes.

Introduction

The Design and Access Statement (DAS) has been prepared by Persimmon Homes (Yorks) Ltd, in support of the planning application for residential development at Phase 1 of the land to the south of Firthland Road and west of Greenlands Road, Pickering, North Yorkshire.

Full planning permission for Phase 1 was granted by Ryedale District Council on the 27 September 2017. Phase 1 comprises 73 two bedroom homes, 27 three bedroom homes, and 15 four bedroom homes, providing a total of 115 homes.

Planning Application Summary

The proposed development (Phase 1) comprises a residential development for 163 homes with associated works including access and landscaping. The proposal includes a mix of 1, 2, 3, and 4 bedroom homes.

The proposal includes 14 one bedroom homes, 50 two bedroom homes, 73 three bedroom homes, and 26 four bedroom homes.

The development proposal will provide a sustainable community with a mix of housing types situated within a high landscaped setting, which incorporates green corridors and a large area of public open space to create an attractive environment.

The DAS outlines how the proposed design responds to the urban-rural fringe setting of the site location with an appropriate design solution. The document also outlines the approach to access, and how relevant local plan policies have been taken into account.

The purpose of this document

The DAS forms one part of a suite of documents submitted in support of the proposed development and it should be read in conjunction with the accompanying documents. In accordance with national guidance, found at paragraph 33 of the NPPF, this design and access statement:

- Explain the design principles and concepts that have been applied to the proposed development.

- Demonstrate the steps taken to approve the context of the proposed development, and how the design of the development takes that context into account.
- Explain the approach to access, and
- Explain how relevant policies have been taken into account.

The Site

The site comprises a series of linked agricultural fields, which are intersected by hedgerows. The site is located directly south of the approved Phase 1 surface which forms the northern boundary of Phase 1. The approved spine road for Phase 1 provides the access to Phase 1.

The western boundary of the site is delineated by the rear gardens of properties located on Greenlands Road and by a hedgerow. Beyond the hedgerow is a triangle-shaped area of agricultural land and beyond this is Garden Way.

A hedgerow and tree belt marks the eastern boundary and beyond this there is an industrial area. To the south of the site there is agricultural land. A number of small agricultural buildings are located within the site.

The Team

Technical assessments have been undertaken to enable Persimmon Homes to identify and consider the physical, environmental, and technical suitability of the site for development which has informed the detailed layout design.

The DAS has been prepared in collaboration with the design team, which includes:

- **Persimmon Homes (Yorkshire):** Architecture, Consultation, Design, and Planning
- **QUANTS Environmental:** Ecological Assessment and Arboricultural Survey

- 2 THE SITE
- 3 ASSESSMENT + EVALUATION
- 4 DESIGN + MASTERPLAN
- 5 CONCLUSION

- Local Transport Projects: Transport Assessment
- Alan Wood & Partners: Flood Risk Assessment
- West Yorkshire Archaeological Services: Archaeological Evaluation
- MAP Archaeological Services: Heritage Statement
- Robinson Landscape Design: Landscape and Visual Impact Assessment

Document Structure

Part 01 - Introduction
 A summary of the purpose of the DAS, the development proposal and document structure.

Part 02 - The Site
 Provides information on the geographical location of the site within a broader regional and local context.

Part 03 - Assessment & Evaluation
 An analysis of the site, and surrounding context including an understanding of development constraints and opportunities.

Part 04 - Design & Masterplan
 Provides a description of design evolution from initial concept to design resolution, including an analysis of site, access, layout, roads, footpaths, access and landscaping.

Part 05 - Conclusion
 Provides an overview of the merits of the development proposal.

02 THE SITE

The site is located on the south western edge of the ancient market town of Pickering in an urban-rural fringe location.

Pickering

Pickering is an ancient market town and civil parish, located within the Ryedale district of North Yorkshire. The town sits at the foot of the North York Moors National Park, which is located to the north, and connects the fast long Vale of Pickering to the south.

The A170 runs east to west through the centre of the town, linking the town with Scarborough to the east, and Helmsley and Thris to the west. The A153 provides a link between Pickering and Malton to the south, which provides access to the A64, and the North York Moors.

The North York Moors Railway, a heritage railway line which runs through the North York Moors National Park, runs between Pickering and Whitby railway stations.

The town sits on a ridge of higher ground located to the north of the town which is surrounded by the coast, which was constructed in the late 13th century.

Pickering town centre (located around Market Place, Bridge, The Ripery, and Burgate) provides a wide range of convenience and comparison shops, as well as a range of cafes, restaurants and public houses. Public services including the town's library are located close to the town centre.

Site Location

The site is positioned on the south west side of the town. The A170 runs to the north of the site, which is accessed via Firthland Road and Manor Drive.

The site is located immediately south of Phase 1, which extends between the rear of properties backing onto Firthland Road and Greenlands Road.

The area to the north and east of the site is predominantly residential in nature, while agricultural land extends to the south and south west. To the west of the site there is an industrial area which is accessed from Wharfedale Carr Road.

A waste water treatment works (WWTW), managed by Yorkshire Water, is located within this area.

Site Description

The site comprises a series of mixed agricultural crop fields, covering an area of 0.14 hectares (10.17 acres), which are intersected by hedgerows.

The northern boundary of the site is the southern boundary of Phase 1. Phase 1 can be accessed from this point.

The eastern boundary of the site is marked by the rear gardens of properties on Greenlands Road, and a hedgerow.

Parallel to the eastern boundary, a further hedgerow runs from the south to the north, forming a separate field. West of this is a large open field with few landscape features.

A further south to north running hedgerow marks the edge of this site and a further area extends to the west which incorporates a number of mixed agricultural buildings.

The image below shows Phase 1 and Phase 11 in the context of the town and its main transport network.



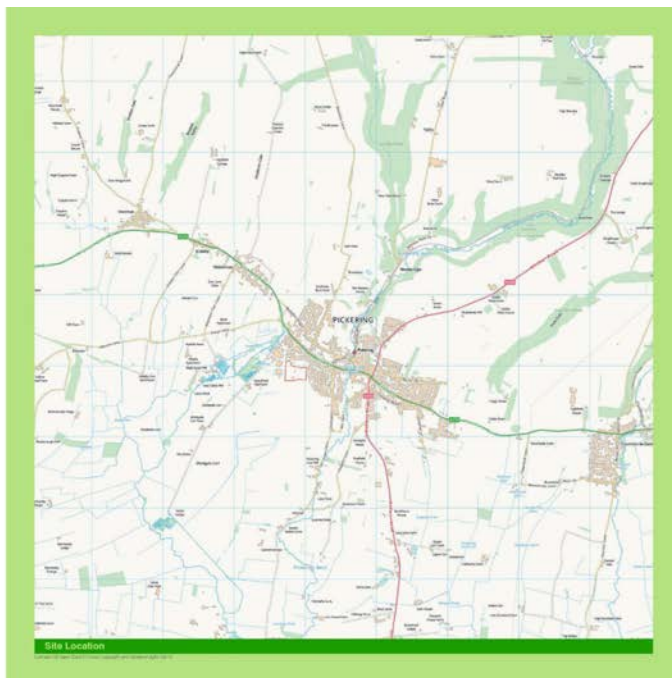
Phase 1 Firthland Road | Pickering | Poppleton Homes Yorkshire

1 INTRODUCTION

3 ASSESSMENT + EVALUATION

4 DESIGN + MASTERPLAN

5 CONCLUSION



Site Location



View looking west



View of Firthland Road garages



Bird's-eye view looking north towards the North York Moors



View looking south



View looking north to Firthland Road



View looking south



View looking east to Greenlands Road

Policy Assessment

National Policy Context

National Planning Policy Framework (2012)

The NPPF outlines national planning policy to secure high quality design. The document notes that good design is a key aspect of sustainable development and that it is indivisible from good planning.

The NPPF also introduces a presumption in favour of sustainable development. This means that development proposals which accord with the development plan should be approved without delay unless material considerations indicate otherwise.

The presumption in favour of sustainable development requires the Council to take a positive and proactive approach in the determination of planning applications by working with applicants to find solutions which will enable proposals which contribute sustainable development to be approved.

The following sections of the NPPF have been taken into account during the preparation of the planning application:

- Paragraph 14. The presumption in favour of Sustainable Development
- Chapter 4. Promoting sustainable transport
- Chapter 6. Delivering a wide range of choice of quality homes
- Chapter 7. Requiring good design
- Chapter 8. Promoting healthy communities
- Chapter 10. Meeting the challenge of climate change, flooding and coastal change
- Chapter 11. Conserving and enhancing the natural environment
- Chapter 12. Conserving and enhancing the historic environment

This application for planning permission is supported by a Planning Statement which provides analysis of the NPPF and development plan policies applicable to the

proposal and the implications. This section provides an overview of policies which relate to design and access issues.

National Planning Practice Guidance (NPPG)

The National Planning Practice Guidance (NPPG) provides advice on the interpretation and requirements of policies contained within the NPPF.

The NPPG emphasises the importance of the principles of good design and it states that proposals should be functional, support mixed uses and functions, include successful public open spaces, be adaptable, have a distinct character, and that they should be attractive and encourage ease of movement.

Designing Out Crime

The NPPF seeks to ensure that planning policies and decisions ensure that developments are safe and accessible and that fear of crime does not undermine quality of life or community cohesion. It seeks to ensure the creation of safe and accessible environments by creating clear and legible pedestrian routes and high quality public spaces which encourage the active and continual use of public areas.

The development scheme aims to meet the guidelines set out in the Secured by Design guide by considering:

- Access and movement
- Natural surveillance
- Defensible spaces
- Boundary Protection
- Car parking
- Open spaces, and
- Landscaping

The proposed development has been assessed with reference to the Secured by Design principles for each of the themes listed above. Other relevant guidance issued by the Government and a range of other bodies includes:

- Secured by Design
- Building for Life
- Design and Access Statements (DAS)
- Manual for Streets, and
- Urban Design Compendium.

Local Policy Context

Ryedale Plan - Local Plan Strategy (2013)

The Local Plan Strategy Document was adopted on 5 September 2013. It outlines strategic and development management policies for the district of Ryedale, including a housing requirement and spatial distribution for new housing growth.

The plan defines a settlement hierarchy for the district which classifies the market town of Pickering as the local service centre. Pickering is recognised within the plan as being the main service centre in northern Ryedale for new housing growth.

The town is therefore identified as an appropriate location for further growth because it provides the greatest range of shops, services and employment opportunities in the northern part of the district. The



Phase 1 Fritland Road | Pickering | Pevsnton Homes Yorkshire

town is also an important public transport node providing north-south connections between Malton and Whitby and east-west connections between Harrogate and Scarborough.

The plan seeks growth to ensure the district's population structure becomes more balanced, and to enhance the role of the market towns as accessible, vibrant and attractive service centres.

The plan seeks to support the delivery of new homes and to substantially increase the delivery of affordable housing. The plan notes that Pickering provides a range of town opportunities to provide medium density family housing to achieve this aim.

The plan establishes that the housing requirement is a minimum of 3,000 new homes across the plan period from 2015-2027. This equates to an annualised requirement of 200 homes.

The plan acknowledges that to meet this need, sites on the edges of the main settlements will be required, and it is noted that at least a quarter of the housing requirement will need to be met from sites in Pickering.

The plan requires 25% of new dwellings to be provided as affordable homes, and 5% of dwellings to be provided as care homes.

Key policies which are relevant to design and access issues include:

Policy SP4: Type and mix of new housing

This policy requires proposals for the development of 50 or more homes to provide 5% of these as longlets where viable and where there are no overriding reasons why this cannot be achieved due to urban design reasons.

The policy further requires adequate private amenity space to be provided for new houses, and communal amenity space to be provided for future development where feasible and practicable, as well as play space for children and young people.

Policy SP10: Physical Infrastructure

This policy requires new development schemes to

improve connectivity with existing footpaths, cycle routes, public rights of way and public transport facilities where appropriate.

Policy SP11: Community Facilities and Services
The policy requires new residential development to provide new or enhanced provision of open spaces and recreational facilities, including informal amenity spaces for schemes of more than 15 homes where this is practicable, and on-site formal children's play areas for schemes of 50 homes or more. The plan outlines local plan areas available to implement the policy.

SP12: Heritage

This policy seeks to conserve and enhance distinctive elements of Ryedale's historic environment including the historic field patterns around Pickering.

SP13: Landscapes

This policy requires development proposals to contribute to the protection and enhancement of distinctive landscape character elements including field boundaries.

SP18: Design

This policy seeks to ensure that development proposals are accessible and well integrated with their surroundings. The policy refers to local distinctiveness, public realm, and amenity and well-being.

The policy states that the location, form, siting, layout, scale and detailed design of new development should respect the context provided by its surroundings. This includes topography and landform, the structure of towns including street patterns, the grain of settlements influenced by street blocks, plot sizes, the orientation of buildings, density and scale, the character and appearance of open spaces, views, vistas and skylines, and the type, texture and colour of materials along with elements of architectural detail.

Landscapes are expected to incorporate appropriate hard and soft landscaping features, ensure a safe and well connected public realm, and ensure the crime and the fear of crime is minimised, for example, through providing active public footpaths and clearly defined

spaces. The policy states that proposals should also make an efficient use of land and that proposals should not be built below a density of 30 dwellings per hectare unless this can be justified.

SP20: Generic Development Management Issues

This policy outlines criteria against which development proposals will be assessed. The criteria covers character, design, amenity, safety, access, and parking



View along hedgerow looking north

Phase 1 Fritland Road | Pickering | Pevsnton Homes Yorkshire

Site Context

The application site is located to the southwest of Pickering. The site is located in an urbanised fringe location.

The site is bounded by existing residential development to the east and north, and farmland which lies to the south and south west of the site.

The dominant land use within the area is residential. Though there is a small industrial estate located to the west of the site.

A number of schools are located north of the site and within a short walking distance. This includes the Pickering Community Junior School on Middlesex Road, and St. Joseph's RC Primary School and Lady Lumley's School both of which are located on Beavers Lane. The Northern Playable Landscape Centre is located within 1000m of the site on Beavers Lane.

Pickering town centre is located to the north east of the site. Most of the town centre is located within 1 kilometre of the centre of the site.

Shops and amenities are located around Market Place, Bridge, Biddly Hill and Durgale. Two convenience

stores are located within 800 metres of the site and accessed just off Boulton's (The A170) and The Ripery. Pickering Library is also located within the area as is the Pickering Health Centre.

In the main shopping area there are public houses, cafes, restaurants, banks, a pharmacy, dentists, and a range of other shops providing convenience and companion goods.

The Pickering circular bus service (P170) provides a useful circular route which runs close to the site along Pica Road and Mycor Drive. This provides access to the town centre.

Services to destinations including Scarborough, Malton where a connection can be made to national rail services, Whitby, York, Tadcaster, and Leeds can also be accessed from sites at The Ripery, Eastgate and Polder Hill.

The North York Moors Railway, a heritage rail line which is a popular tourist attraction, runs from Pickering station.

The diagram opposite illustrates the main land uses surrounding the application site, along with an indication of priority.



Bird's-eye view looking north over Firthland Road towards the North York Moors

Key

- Phase II
- Phase I
- Residential
- Agricultural Land and Green Space
- Town Centre
- Industrial Uses
- School
- Waste Water Treatment Works
- Pickering Castle
- Police Station and Fire Station
- Pickering Train Station
- Watercourse
- Primary Road
- Secondary Road
- Tertiary Road
- North York Moors Railway
- 400m / 5 Minute Walk
- 800m / 10 Minute Walk
- 1200m / 15 Minute Walk



Site Context

03 ASSESSMENT + EVALUATION

Pickering is a historic town which has evolved over hundreds of years. Pickering retains its historic core though the town, like many others, expanded significantly in the twentieth century. This section provides an overview of the form and character of the area close to the application site.

Townscape Character Analysis

Local Vernacular and Character

Pickering has a number of distinct character areas. The town retains its historic core, however, the town expanded significantly during the twentieth century. The area in which the site is located is a suburban area which is enclosed by residential areas to the north and east, and by an industrial area located to the west. The immediate built vernacular was predominantly constructed in the post-war period.

The assessment highlights the use of the following typical vernacular details:

- The use of red and buff brick, and painted render as external wall materials.
- Simple elevational detailing.
- A varied roofscape, and.
- Both landscaping and low boundary treatments.

Built Vernacular

The immediate local vernacular and character of the area directly north of the site comprises a mixture of properties in a range of different styles, all of which were constructed during the twentieth century.

Properties located on the southern side of Fittfield Road comprise semi-detached and detached domestic bungalows constructed of red facing brick with interlocking concrete tiles for the roof. These feature slanted windows to the front and rear which are finished with painted render.

The properties feature a regular fenestration of uPVC windows and properties feature uPVC doors in a range of styles. To the front of these properties, there are typically low boundary brick walls and modest front gardens set behind these.

The northern side of Fittfield Road features two stone properties constructed of red brick with interlocking roof tiles of a clay colour. These properties are arranged into semi-detached pairs, and terraces of three and four houses.

End of terrace properties are in some instances arranged to 'bookend' the terrace. This arrangement is used on corners, though not exclusively, and adds interest by facing gates onto the street.

The character of Manor Drive is similar to that of the northern side of Fittfield Road. The properties are arranged in a similar fashion, though many feature a finish utilising buff coloured brickwork. The street features grass verges and small green on street corners.

Greenlands Road and Garden Way features detached two-storey dwellings, detached single storey bungalows, and often runs of terraced two-storey properties. Architectural detailing is simple and includes bay windows and door canopies in varying styles. Fenestration is regular and includes a variety of window and door styles.

Some parts of these streets feature verges, and there are some small green. There are a range of treatments to boundaries, though for the most part these comprise low brick walls. Parking is provided through driveways, garages, and parking courts.

To the north of the site, and accessed from Manor Drive and Anchoris Lane, is Westgate (the A175) which features a mix of housing from the 16th and 20th centuries.

Development here is linear and follows the line of the street, which runs from east to west, though interest is added with differing building heights, corner arrangements, and simple architectural detailing.

Architectural detailing includes stone window sills and brick arch heads, chimneys, and a widened material palette which includes stone and timber. The street features a verge to the southern side with trees.

Landscape Character

The site is a series of linked agricultural fields with hedgerows. The site is relatively flat with only a minor increase in levels from the north to the south of the site.

The site is enclosed on three sides by existing development. To the north and east, there is residential development. To the west of the site is a mature belt of hedgerows and trees separating the site from an established industrial area.

Views to the site from the south are interrupted by hedgerows, and the site does not have an impact on views towards the Moors. There is a sense of enclosure which can be maintained by preserving existing hedgerows where possible and utilising appropriate landscaping.

The site is not subject to any designations relating to landscape quality. A Landscape and Visual Impact Assessment (LVIA) has been submitted with the application for planning permission and it provides a formal assessment of the visual impact of the scheme.

Some parts of these streets feature verges, and there are some small green. There are a range of treatments to boundaries, though for the most part these comprise low brick walls. Parking is provided through driveways, garages, and parking courts.

To the north of the site, and accessed from Manor Drive and Anchoris Lane, is Westgate (the A175) which features a mix of housing from the 16th and 20th centuries.

Development here is linear and follows the line of the street, which runs from east to west, though interest is added with differing building heights, corner arrangements, and simple architectural detailing.

1 INTRODUCTION

2 THE SITE

3 ASSESSMENT + EVALUATION

4 DESIGN + MASTERPLAN

5 CONCLUSION



Westgate



Fittfield Road



Potter Hill



Potter Hill



Westgate



Redmen Court



Greenlands Road



Fittfield Road

Character Analysis

Site Assessment

Constraints & Opportunities

An appraisal of the surrounding land uses and site characteristics was undertaken to ensure the proposed scheme is suitable and preserves and/or enhances the immediate surroundings. The assessment also helped inform the design process with the aim to create a successful and sustainable development.

Site Constraints

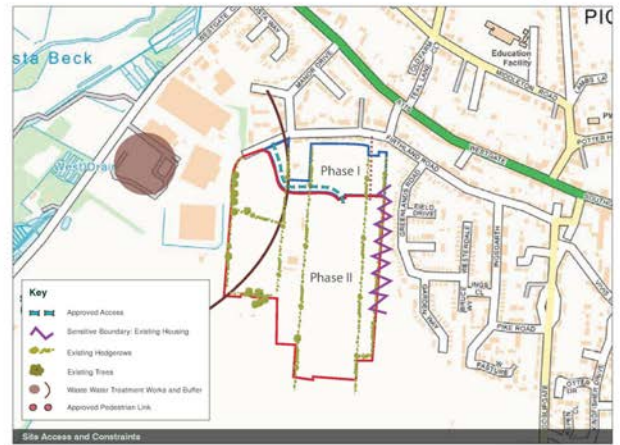
- Proximity to the waste water treatment works (WWTW) operated by Pickering Water which is located to the east of the site on Wiggate's Gate Road and the associated 250 metre cordon sanitaire.
- Proximity to existing homes located on Greenlands Road which run along the eastern boundary of the site.
- Access to be taken from the approved Phase 1 access road.
- The provision of an area of ecological enhancement at the east-west of the site.
- The provision of landscaping to the southern boundary and.
- Accommodating a bund mitigate potential noise impacts from the nearby industrial processes.

Site Opportunities

- To create a distinct, attractive, and sustainable setting for the proposed development.
- To provide a significant area of public open space including opportunities to encourage healthy lifestyles.
- Create an attractive environment by incorporating existing hedgerows into the proposed development where possible.
- Make a significant contribution to meeting the need for housing in Pickering including through the provision of long-term and affordable housing and.
- Provide land for a school to meet future educational needs in the town.

Design Objectives

- Design Objective - 01**
Provide a mix of housing in a range of styles, including affordable housing distributed throughout the site, and houses.
- Design Objective - 02**
Respect existing properties on Greenlands Road by ensuring a suitable separation distance between proposed and existing properties.
- Design Objective - 03**
Utilise the approved Phase 1 access to create an alternative central movement, which forms part of a central loop road within the site.
- Design Objective - 04**
Respect sensitivity to the historic strip field pattern by retaining the hedgerows where possible and ensuring built form along a north-south axis.
- Design Objective - 05**
Provide a large area of high-quality public open space incorporating play facilities to the west of the site, and an area of enhanced habitat for wildlife.
- Design Objective - 06**
Provide land to accommodate a new school to meet the future needs of Pickering.
- Design Objective - 07**
Ensure that the development is seamlessly integrated into the landscape with the use of landscaping and planting to sensitive boundaries.



Initial Design Proposal

Vision

The vision for the proposed development is to create a sustainable and attractive community located south of Fittford Road, which respects the setting of Pickering.

Initial Concept & Layout

The formulation of the initial design concept established a series of key principles for the development of the site. The principal concept established is that the scheme should have a north-south alignment, reflective of the strip field pattern in the area. This alignment provides the best opportunity to retain existing hedgerows.

An access point from Fittford Road is screened as part of the Phase 1 scheme. This would provide the access to Phase 2 with the road continuing into the site and heading southward.

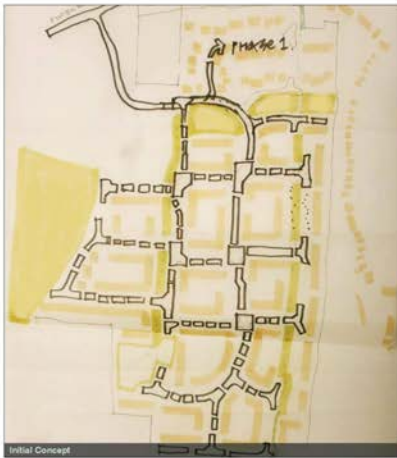
A second access from the approved road allows for the creation of an internal loop within Phase 1. This loop will form a series of development parcels arranged in a north-south axis where appropriate.

A large area of public open space is proposed in the east of the site. By maximising open space provision within the urban footprint, this makes efficient use of the land available for development.

The development parcels closest to the open space were proposed to be orientated east to west to maximise the lighting for providing ever walking routes through the development to access the open space.

The character analysis has highlighted the use of verges and small greens in the area and these were incorporated into the initial design proposals, with the intention of a wider verged spine route leading to a network of greens.

An initial concept illustrating these key features was devised and an indicative layout was prepared for public consultation to show how the site could be developed for around 300 homes, along with a selection of indicative visualisations.



Phase 1 Fittford Road | Pickering | Perimeter Homes Yorkshire



Phase 1 Fittford Road | Pickering | Perimeter Homes Yorkshire

04 DESIGN + MASTERPLAN

- 1 INTRODUCTION
- 2 THE SITE
- 3 ASSESSMENT + EVALUATION
- 4 DESIGN + MASTERPLAN
- 5 CONCLUSION

Consultation

Consultation process

A public exhibition was held on Monday 24 July 2017 at the Pickering Memorial Hall on Fotherley, Pickering, between 3pm and 7pm. Over 80 people attended the consultation event.

The event was published in the Gazette and Herald on Wednesday 5 July 2017. Letters were sent to ward councillors and members of the parish council, and a leaflet was distributed to residents in the Fotherley Road, Manor Drive, Greenlands Road, and Garden Way area.

Five display boards were presented and these are shown opposite. These provide an overview of the proposal, information about the site and constraints, the indicative layout, a series of elevations within the site, and indicative illustrations of house types.

The layout presented at the event illustrated how the site could be developed in line with the council's plan to provide around 200 homes, associated access and infrastructure, and public open space incorporating a play area.

Each attendee was provided with a feedback form which they could fill in and leave at the event. Attendees were also provided with a public e-mail address to make comments for a period of two weeks after the event.

A summary of the comments made at the public consultation event and the responses to them can be found in the Consultation Statement submitted with this application for planning permission.



04 DESIGN + MASTERPLAN

- 1 INTRODUCTION
- 2 THE SITE
- 3 ASSESSMENT + EVALUATION
- 4 CONCLUSION

Consultation

Post Consultation Design Amendments

Following the public consultation event and consultation with Ryedale District Council planning officers, the initial design proposal evolved to reflect the comments and recommendations made.

Concept Development

Following these discussions, the concept has evolved and the proposal has been amended. The proposal is now for a smaller scheme which fits into the town's existing built envelope.

The proposed development is therefore enclosed to the northern, eastern and western boundaries, with a landscaping scheme proposed to the southern boundary to integrate the development into the wider landscape and to ensure a soft settlement edge.

The large area of public open space to the west of the site would also incorporate an area of biodiversity enhancement, which would include planting and a pond. The landscaped bund approved as part of the Phase 1 application would also be extended southwards along the western boundary. This would allow to integrate noise from the nearby industrial processes.

An informal green is provided at the north of the development which will create a soft entrance to the development prior to the spine road entering Phase 1. This spine road will be widened with verges creating an attractive entrance. The retention of hedgerow allows for the creation of informal green spaces within the development which break up the built form.

The loop road orientation allows for the creation of development parcels which are north-south facing. However, in the south western corner of the site two development parcels are proposed which do not follow this alignment. By orientating these parcels differently, it will increase the permeability of the site by increasing the number of routes to the western public open space. This ensures that walking is encouraged within the site.



Scale, Massing and Orientation

Scale and Massing

The vast majority of houses proposed are two storeys in height, with a small number of single storey bungalows and two and a half storey homes. The maximum height of each type is set out below.

Building Type	Max. Eaves Height	Max. Ridge Height
1 storey	2.5 metres	5.2 metres
2 storeys	5.0 metres	8.3 metres
2.5 storeys	5.0 metres	8.5 metres
3 storeys	8.5 metres	10.7 metres

Variation in height has been used to break up the roofscape of the development, and to add interest to the streetscape.

Two and a half storey dwellings have been placed carefully within the site. They have been placed within rows of properties to lead the eye along the street and to vary the roofscape.

The positioning of two and a half storey dwellings has been used to add lightness to the scheme, through the positioning of a pair of two and a half storey dwellings at plots 103 and 104 creating a local stop on the spine road loop, and at plots 17-20 and 25-26 where they mark a prominent corner and change of character within the site.

Two and a half storey dwellings have been placed to ensure that they are not dominant within the scheme. This is reflected in their positioning on the spine road where the verges provide a wider streetscape, and they are overlooking areas of open space.

None have been placed along the eastern boundary adjacent to the existing properties on Greenlands Road.

to ensure that there is not an adverse impact on the amenity of existing occupiers. The properties located along the eastern boundary are primarily two storey properties reflective of the scale of properties located on Greenlands Road. Though a number of bungalows have been positioned within this row of properties to reduce the massing of the built form.

Active Frontage
 Properties have been orientated to create outward looking permeable blocks thereby providing an active frontage facing onto the streets and public open spaces.

This ensures that a safe environment is created by providing opportunities for natural surveillance to occur. This is enhanced with the use of various dual aspect properties, which feature windows from habitable rooms facing out from both sides of the dwelling.

Dual aspect properties have been positioned on the key corners within the development.

Key

-  Dual Aspect Dwellings
-  Bungalows
-  2.5 Storey Dwellings
-  3 Storey Dwellings (Denoted by *)



Scale and Massing Analysis

Sustainability

Sustainable Design

The development layout has been designed to ensure that it is permeable to encourage walking and cycling with the aim of minimising car usage. The design utilises a topographical hierarchy to achieve this.

The spine route sits at the top of the hierarchy and forms a direct vehicular and pedestrian route into the heart of the proposed development. This route has been defined with verges to reflect the character of nearby streets such as Manor Drive. The route incorporates regular bends in the alignment to slow vehicle speeds, by reducing the extent of long straight sections of carriageway.

The spine road character changes to form a primary route which sits within the site and back to the north, to provide a second entrance to Phase 5.

A series of secondary routes emanate from the primary route. These have been laid so that as pedestrians leave from the point of the site further from the town centre, in the south western corner, to the north east, the main secondary and tertiary routes are located north west of each other. This creates a series of easy walking routes through the site to the Phase 1 pedestrian and emergency access.

The spine road and primary route have been designed to be wide enough to accommodate a bus, with a carriageway width of 6 metres.

The design has been orientated around a network of green and publicly accessible open spaces, which enhance the role of pedestrians by creating attractive walking routes throughout the site.

Access and Movement

Access

The site is easily accessible from the existing highway network via the approved access from Fritthard Road which provides access to the A170 via Manor Drive and Anchor Lane. The approved access provides a spine road which incorporates footpaths and build outs to reduce traffic speeds on entering the site.

A further access for emergency service vehicles is incorporated into Phase 1 from Fritthard Road approximately 95 metres west of Anchor Lane. This emergency access also provides a direct walking route onto Fritthard Road for the development, therefore allowing for short pedestrian trips to local schools and the town centre.

Phase 1 is accessed from the spine road which curves southwards into the phase and forms an internal loop which rejoins the spine road at a 'T' junction. At the northern part of the site, a widened shared pedestrian and cycle path is proposed which extends along the northern public open space and along the primary route to the public open space located in the west of the site.

The Transport Assessment submitted as part of the application for planning permission demonstrates that existing junctions have sufficient capacity to accommodate the additional movements associated with the proposed development.

Highway

The highway will comprise a widened spine and primary route at 6 metres in width, with standard width carriageways at 5.5 metres to secondary routes.

A series of private drives and courts will provide access to dwellings, with no more than five dwellings accessed from a private drive (tertiary route).

Parking spaces have been kept small and have been used to reduce the dominance of cars on routes within the site. A larger parking court is proposed in the south

west of the scheme which has been used to allow properties in the south western corner to back out onto the landscaped buffer, thereby creating an attractive green corridor along the southern boundary which is not dominated by cars.

Pedestrian footways adjacent to the vehicular carriageway are a feature of the spine, primary and secondary routes. Tertiary routes feature a shared surface environment which reduces the dominance of vehicles by slowing speeds, resulting in enhancement of the street's sense of place and creating a safer environment for pedestrians.

The retention of hedgerows, the use of built out verges to create small green, and the use of verges create wide streets with significant spaces between houses.

As the spine route and primary route continue into the site the road incorporates gentle bends to slow vehicle speeds. The widened part of the spine road includes build outs to slow vehicle speeds on entrance to the site.

Parking

The proposal consists of a variety of parking solutions including heritage parking, dwellings, courts and garages. Limited heritage parking is proposed on the spine road to reduce the dominance of cars, and a number of small overlooked parking courts are proposed to achieve this.

Public Transport

The site is located adjacent to a residential area and benefits from access to the existing reliable public transport provision.

Bus stops on Fritthard Road and Manor Drive are within walking distance of the site and they are served by the Pickering Town Circular Service at 700. The site is within a short walking distance of Pickering town centre, which is located approximately 300 metres north east of the site.



Access and Movement Analysis

04 DESIGN + MASTERPLAN

- 1 INTRODUCTION
- 2 THE SITE
- 3 ASSESSMENT + EVALUATION
- 4 DESIGN + MASTERPLAN
- 5 CONCLUSION

Publicly accessible open space and landscaping

Recreation Open Space

The recreation open space has been positioned in the east of the site where a large area of public open space can be formed whilst making efficient use of the land available.

This area will incorporate a large equipped play area which will provide the equivalent amount of play space required to provide a Local Equipped Area of Play (LEAP) and three Local Areas for Play (LAP). Combined, this forms a provision of 700sqm.

The play area is proposed to be provided to the east of the public open space to reduce the walking distance to the facility while ensuring that a sufficient offset is in place between the space and homes in the interest of amenity.

Roads are not a dominant feature near the play area or other to ensure that the facility is located in a safe location. The opportunity has been taken to ensure that the play area will benefit from natural surveillance with properties positioned to overlook the area.

A tree wide shared cycle and footpath runs from the spine road to the play area and recreation open space to maximize accessibility.

Informal Amenity Green Space

Informal areas of green space are located throughout the proposed scheme. This includes larger areas of informal green space, such as the northern green located south of the spine road which provides an open vista as the site is entered, and the greens located along the southern boundary north of the proposed landscape buffer parking. These larger areas will provide opportunities for play and recreation.

In addition to this, a series of small greens reminiscent of those found on Firfield Road, Manor Drive and Greenlands Way are incorporated into the site. Some of these include segments of retained hedgerows, which offers views to allow for bends and turns in the road helps to slow vehicle speeds.

The proposed open space provision exceeds the Council's requirements.



Public Open Space

Typology 1: Recreation Open Space

Typology 2: Informal Amenity Green Space

Typology 1:

Recreation Open Space

This open space typology provides varied recreation spaces suitable for recreation and play. It is an essential part of the character and quality of the environment of residential properties. It can include pathways, footways, managed planting and trees. This space provides an area for continued recreational activities. It is a safe environment for children to play with nature placed strategically providing effective natural surveillance. The space can often include provision for children and teenagers including play areas and kick about areas.



Typology 2:

Informal Amenity Green Space

This space typology provides a more informal environment of green space that often includes pedestrian routes linking larger green spaces, both within the development and surrounding area. They enhance the character of the development by complementing or providing existing green infrastructure whilst increasing the ward off in-between built form. They can often include established or newly planted hedgerows and trees which provide a natural buffer to the development edge as well as natural habitat for wild flowers, birds and insects.



Publicly accessible open space and landscaping

Location

The scheme design seeks to provide a logical network of linked green areas throughout the site to soften the development and to encourage walking by providing attractive routes.

Through discussion with Council officers, it was agreed that providing a single large equipped play area and open space would provide a more usable recreation space than providing several smaller areas around the site. The Phase 1 scheme incorporates a LAF and there is therefore play provision within a short walking distance for all residents.



1 Western public open space

This area provides 1.68 hectares of publicly accessible recreation space. The area is overlooked by a number of properties which will increase natural surveillance, and roads are not a dominant feature near the space. There are three routes to this space.

2 Equipped play area

This area provides 700m² of equipped play space which is equivalent to providing a LEAP and three LAFs. This is located at the northern end of the western public open space to maximize accessibility. Phase 1 includes a LAF which complements the space.

3 Bund

The bund approved as part of the Phase 1 scheme will be extended along the western boundary of Phase 2, to mitigate noise from the adjacent industrial estate.

4 Ecological enhancement area

An area of 0.2ha will be set aside for ecological enhancement in the south western corner of the site. This will provide habitat for wildlife.

5 Southern greens and landscape buffer

The southern boundary will feature buffer planting to minimize the visual impact of the development and to assimilate it into the wider landscape. This includes the retention of existing trees and hedgerows.

While ensuring that an appropriate buffer is provided, a number of small greens feature in the area providing informal recreation space for communal activities.

6 Eastern landscape buffer

The existing hedge will be retained and will not form part of residential perimeter.

7 Eastern hedgerow

The eastern hedgerow will be retained with four small sections retained to facilitate access to homes on the eastern boundary. This opens up a long green corridor through the east of the site and maintains the grain of the historic field pattern.

8 Spine road

The spine road has been designed with verges retirement of primary roads that allows in the nearby area, such as Manor Drive, to create a 'boulevard' entrance to the development. This greases the development and softens the built form.

9 Western greens

The placement of a series of greens along the primary roads will soften the built form as Phase 1 is entered from this second access. The existing hedgerow is to be retained along the north western boundary and part will be retained within the greens.

The road orientation curves in south west to reduce vehicle speeds before veering to a south easterly direction.

10 Northern public open space

The northern area of grassy open space creates a wide vista through the development when entering using the spine road and continues the width of this area in line with the Phase 1 public open space. It provides an area for communal recreation.

11 Link to Phase 1

A footpath link at this point will link through to Phase 1 and will increase access to the LAF located in this area and to Firfield Road.



04 DESIGN + MASTERPLAN

Character and appearance

Layout

The layout is arranged into a series of outward facing perimeter blocks which, in the main, have a north-south orientation to reflect the grain of the historic site field pattern.

The principle of the proposals is 'secured by design' by encouraging natural surveillance of streets and open spaces. It also allows for back-to-back garden arrangements which create defensible spaces, and also increases the separation distance between homes.

The orientation allows for the retention of existing hedgerows within the site, where possible, with small sections removed to achieve access to the proposed layout.

The spine road features a segmented continuous linear building line which provides enclosure. The street allows for views through the site because it has been widened with verges, which will also act as a buffer between the built form.

The clear building line is reinforced by the use of several well parking spaces to reduce the number of cars which would be visible when the amenity.

The end of the spine road where the character changes into that of the primary route is marked by two small green built out which create a transition point.

The spine road and primary route are punctuated with a series of small greens which provide incidental recreation space, amenity corners and routes, and allow for bends in the road to allow vehicle speeds.

To the east of the site where an existing hedgerow is proposed to be retained, the building form proposed is lower and comprises detached and semi-detached properties. The lower placement of houses reduces the massing of the scheme when viewed from existing properties on Greenlands Road.

The range of houses proposed includes detached houses, semi-detached houses and bungalows, and terraced houses. Terraced properties have been arranged into small runs of three or four homes in a manner which is characteristic of adjacent housing.

Design and materials

A range of house styles are proposed, many of which feature in the contextual Phase 1 scheme. The indicative images present a sample of the housestyles proposed.

The architectural details and elevational treatments have been developed to provide a cohesive design and clear identity to the site.

The proposed homes utilize details from the local area, such as semi-detached Clayton Corner and Clayton combination has been used (shown right) on two key corners, including as a focal point on entering the site from the primary route. The arrangement is reflective of the homes found on Fotherland Road.

A range of architectural features add additional interest including the use of stone window sills, brick arch window heads, dormer windows which add interest to the roofline, door porches and canopies.



Clayton Corner Clayton



Manor Drive

04 DESIGN + MASTERPLAN

- 1 INTRODUCTION
- 2 THE SITE
- 3 ASSESSMENT + EVALUATION
- 4 DESIGN + MASTERPLAN
- 5 CONCLUSION



Conclusion

The design proposals accord with the objectives outlined for the development scheme and it has been demonstrated that the proposal can be integrated into the existing built form and natural landscape.

The layout ensures that the existing grain is respected with a north-south alignment of development parcels to reflect the grain of the area, and the retention of heritage where possible.

The layout and arrangement of buildings has been carefully considered to ensure that there will not be a detrimental impact on residential amenity for existing or prospective occupants.

The scheme makes provision for suitable separation distances between proposed and existing properties, through mitigation measures such as the bund which will ensure suitable noise levels within the site, and ensuring that homes are provided a sufficient distance from the nearby water treatment works.

Buildings have been placed to frame views, enclose streets and turn corners and the highway layout has been configured to suit active pedestrian routes and permeable streetscapes.

Properties will provide active edges for the natural surroundings of the open spaces and therefore the proposal will deliver safe streets and spaces.

Buffer planting to the site boundaries will not only serve to reduce the visual impact of the development but will enhance the edge of the urban area, by providing a soft transition from the suburban to rural environment beyond Pickering's boundary.

On this basis it is considered that this Design and Access Statement accords with the requirements of Section 5 of the Town and Country Planning (Development Management Procedure) Order 2015 and the guidance outline in the National Planning Practice Guidance.

An appropriate design approach has been taken in the formulation of the scheme and the granting of planning permission is justified.



Masterplan

Phase 1 Firthford Road | Pickering | Persimmon Homes Yorkshire



PERSIMMON HOMES

Building more than 18,000 new homes each year in more than 400 active locations nationwide, Persimmon Homes is proud to be the UK's leading residential contractor for the highest standards of quality, sustainability and service.

The company uses an environmental management system which is a passport to a sustainable and profitable business that sets standards for the companies in which they are built.

Founded in 1972, with headquarters in Huddersfield, the group comprises 30 regional offices throughout the UK.

Phase II, Firthland Road, Pickering
Design and Access Statement
December 2017

