



**OLD MALTON  
DESIGN & ACCESS  
STATEMENT**

JUNE 2019



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# INTRODUCTION

## 01

- 1.1 This report accompanies and supports the reserved matters application submitted on behalf of Duchy Homes for residential development at land south of Westgate, Old Malton.
- 1.2 This statement has been prepared in accordance with Article 9 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 [“the DMPO”], which sets out the requirement for certain planning applications to be accompanied by a Design and Access Statement.
- 1.3 The DMPO further confirms that the role of the Design and Access Statement is to illustrate the design process which has guided the development, in particular to demonstrate the steps taken to appraise the context of the development and how the design takes that context into account. This approach is endorsed by the National Planning Policy Framework (NPPF).
- 1.4 This statement has been produced to accompany the reserved matters application and should be read in conjunction with the following reports:
- Planning Statement
  - Arboricultural Method Statement
  - Flood Risk Assessment
  - Heritage Assessment
- 1.5 This statement follows the detailed requirements of the DMPO, which states that a design and access statement must:
- “(a) explain the design principles and concepts that have been applied to the development
- (b) demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;
- (c) explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;
- (d) state what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and
- (e) explain how any specific issues, which might affect access to the development have been addressed.”

# ASSESSMENT 02

## SITE CONTEXT

2.1 The site is situated in the western part of Old Malton, to the north east of Malton. This part of the wider settlement is linear in form with a few roads branching off the B1257. Agricultural fields are situated to the immediate west of the site within an area contained by the A64.

## TOWNSCAPE STRUCTURE

2.2 As previously mentioned, the growth of development in the immediate area surrounding the site has been linear in it's growth along the B1257 and Westgate. Malton has seen growth northwards with the A64 creating a strong and defensible boundary from urban growth into the countryside to the north.

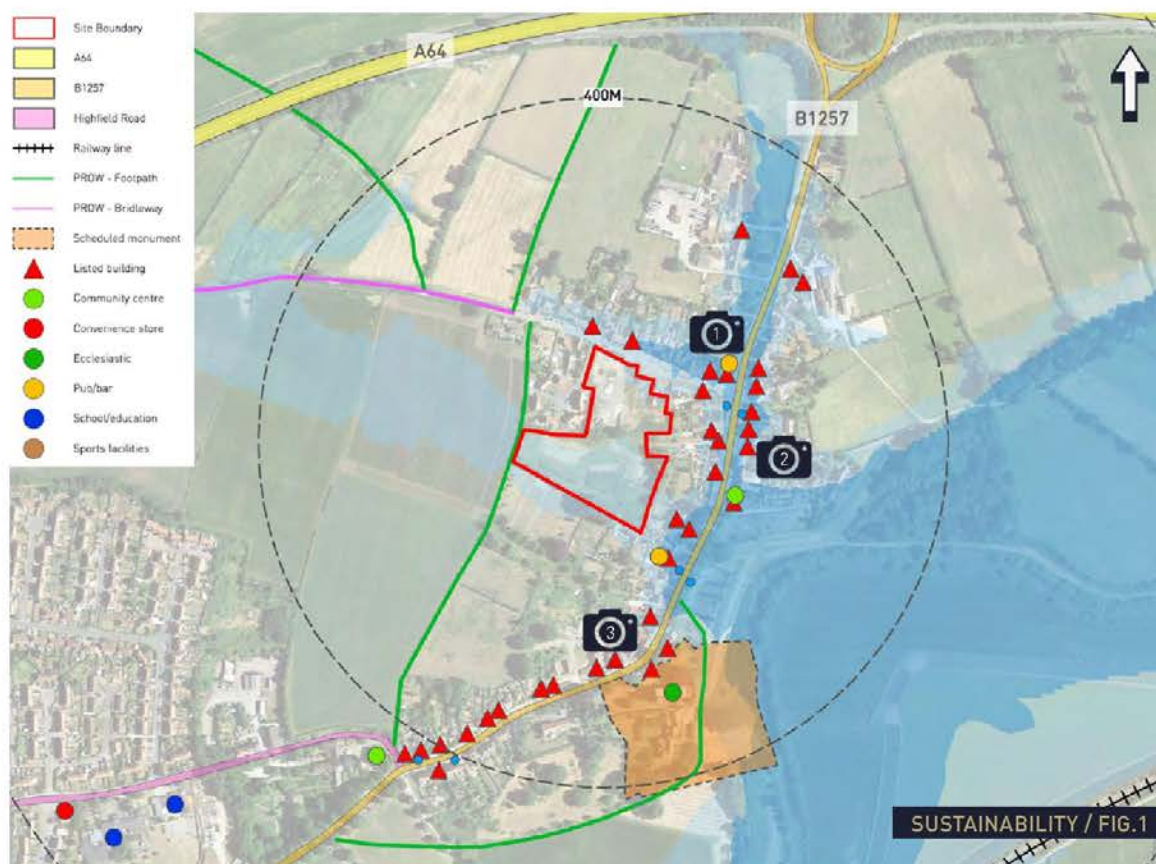


**PUBLIC TRANSPORT**

- 2.3 The site is situated in relatively close proximity to bus stops that run through Old Malton. Bus stops along the B1257 provide services to Leeds, Tadcaster, Whitby and Thornton-le-Dale.
- 2.4 Malton Railway Station is situated approximately 1.7km to the south west of the site. This is connected to the Transpennine Express railway line linking Liverpool Lime Street to Scarborough.

**SUSTAINABILITY**

- 2.5 Old Malton is situated to the north east of Malton and includes some local services including pubs, places of worship and community centre. Nearby bus stops provide access to Malton where a wider selection of shops, schools, leisure activities and employment opportunities are available. The existence of Malton Railway Station also increases the ability to reach needed services without the use of a car.



### LAND USE

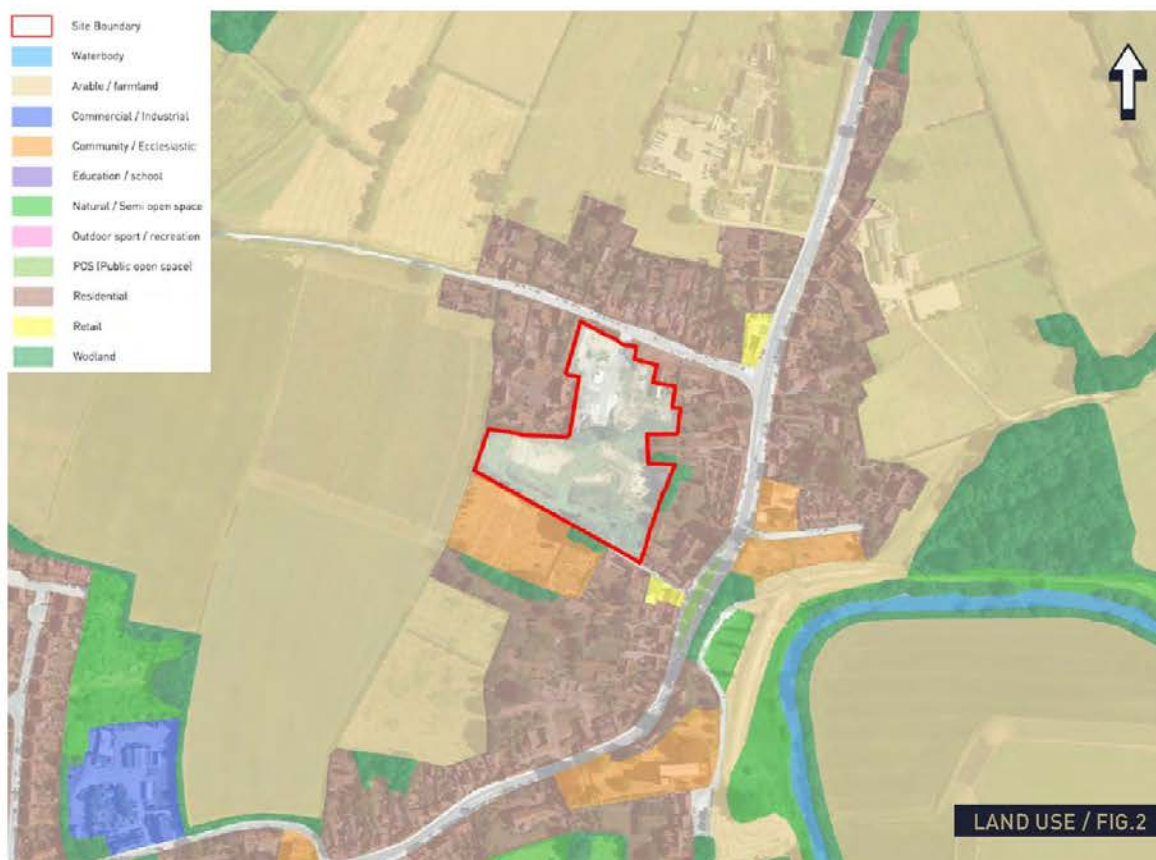
- 2.6 The site consists of a combination of tarmacked surfacing a rough grassland. The site has contained a portable cabin and also includes low level electricity wires and poles.

### EXISTING MOVEMENT

- 2.7 The site is currently access via Westgate, a road serving neighbouring residential properties in Old Malton. The area of tarmacked surfacing is contained by metal fencing and lockable gates. The western boundary includes hedgerows, a low brick wall and footways running along Westfold.

### HIGHWAYS

- 2.8 The site is primarily served by the A64 which runs up and over the western and northern sides of the settlement. The B1257 junction off the A64 provides easy access to Old Malton and the proposed site. The site is approximately 25km to the north east of the City of York.

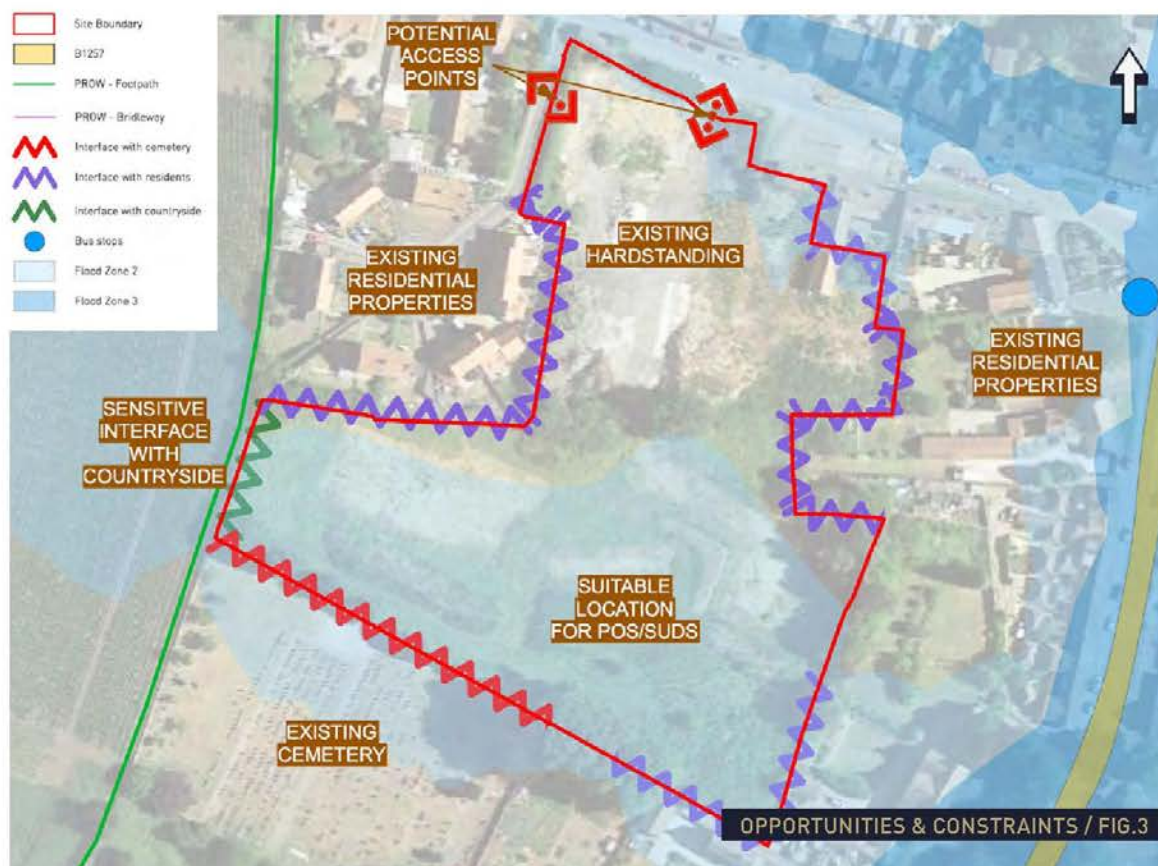




### OPPORTUNITIES & CONSTRAINTS

2.9 The site has been assessed to consider a number of opportunities and constraints. The findings presented below have allowed the design team to develop a scheme which responds to these factors in a way which optimises the site's potential whilst approaching the development in a sensitive and considered manner:

OPPORTUNITIES	CONSTRAINTS
<ul style="list-style-type: none"> <li>Numerous access opportunities from Westgate and Westfold.</li> <li>Relatively contained in terms of potential landscape and visual impacts.</li> <li>Opportunity to develop an appropriate infill site within the village settlement.</li> </ul>	<ul style="list-style-type: none"> <li>Electricity wires and poles situated within the site.</li> <li>Relationship between existing and future users and uses within the immediate surrounding area.</li> <li>Identified flood risk requiring suitable drainage solutions.</li> </ul>



# PLANNING POLICY

## 03

### PLANNING POLICY

- 3.1 Development proposals have been formulated with due regard to the policies that make up the statutory Development Plan, and supplementary guidance together with the relevant emerging local policies.
- 3.2 Government guidance in the form of the National Planning Policy Framework (NPPF) states that there is a presumption in favour of sustainable development. A core principle of this sets out that:
- "PLANS SHOULD POSITIVELY SEEK OPPORTUNITIES TO MEET THE DEVELOPMENT NEEDS OF THEIR AREA, AND BE SUFFICIENTLY FLEXIBLE TO ADAPT TO RAPID CHANGE."** [PARA.11, POINT A, NPPF, 2019]
- 3.3 The NPPF sets out the Government's commitment to good design:
- "THE CREATION OF HIGH QUALITY BUILDINGS AND PLACES IS FUNDAMENTAL TO WHAT THE PLANNING AND DEVELOPMENT PROCESS SHOULD ACHIEVE. GOOD DESIGN IS A KEY ASPECT OF SUSTAINABLE DEVELOPMENT, CREATES BETTER PLACES IN WHICH TO LIVE AND WORK AND HELPS MAKE DEVELOPMENT ACCEPTABLE TO COMMUNITIES."** [PARA. 124 , NPPF, 2019]
- 3.4 Furthermore, the NPPF seeks to ensure that developments:
- will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
  - are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
  - are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
  - establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

- e. optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f. create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience. [para 127, NPPF, 2019]

3.5 National guidance in the form of Planning Practice guidance (NPPG), published in March 2014 further reinforces the NPPF's commitment to requiring good design by stating:

**“ACHIEVING GOOD DESIGN IS ABOUT CREATING PLACES, BUILDINGS, OR SPACES THAT WORK WELL FOR EVERYONE, LOOK GOOD, LAST WELL, AND WILL ADAPT TO THE NEEDS OF FUTURE GENERATIONS. GOOD DESIGN RESPONDS IN A PRACTICAL AND CREATIVE WAY TO BOTH THE FUNCTION AND IDENTITY OF A PLACE”**  
**[PARA 001, PLANNING PRACTICE GUIDANCE, MARCH 2014]**

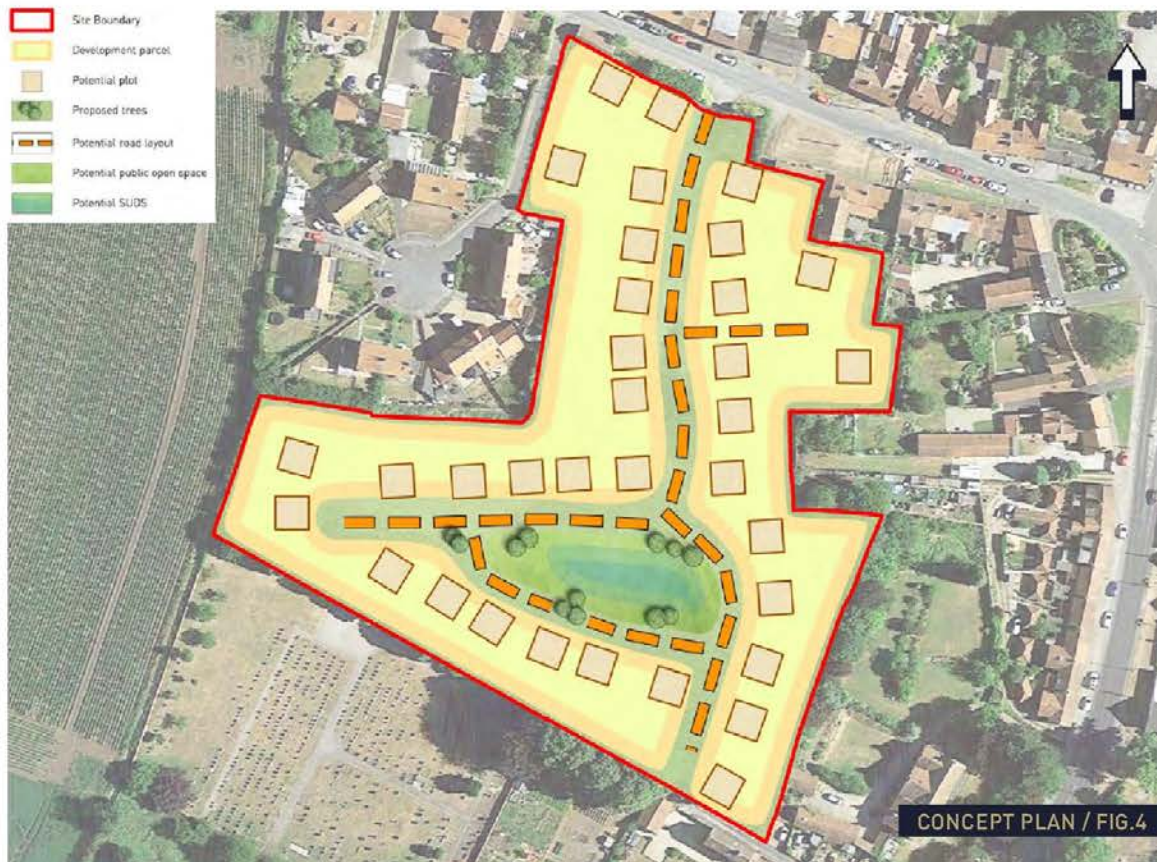
3.6 The NPPG emphasises the importance of good design, and states that good quality design is an integral part of sustainable development. The NPPG recognises that good design responds in a practical and creative way to both the function and identity of a place. It puts land, water, drainage, energy, community, economic, infrastructure and other such resources to the best possible use.

# DESIGN PROPOSALS

## 04

### CONCEPT PLAN

- 4.1 During the design evolution process, a number of different layout iterations have been explored to reach an appropriate layout. Various concepts have been considered and the resulting parameters have been applied to the design proposals.
- 4.2 The concept plan below sets out the suggested road layout, suitable development parcels, access location and potential areas of public open space.



**USE, SCALE & MASSING**

**USE & AMOUNT**

4.3 The proposal comprises 40 residential dwellings, of varying size and house type, including detached, semi-detached and bungalow homes. Five bungalows have been proposed across the site to assist the ageing population in the area.

**APPEARANCE**

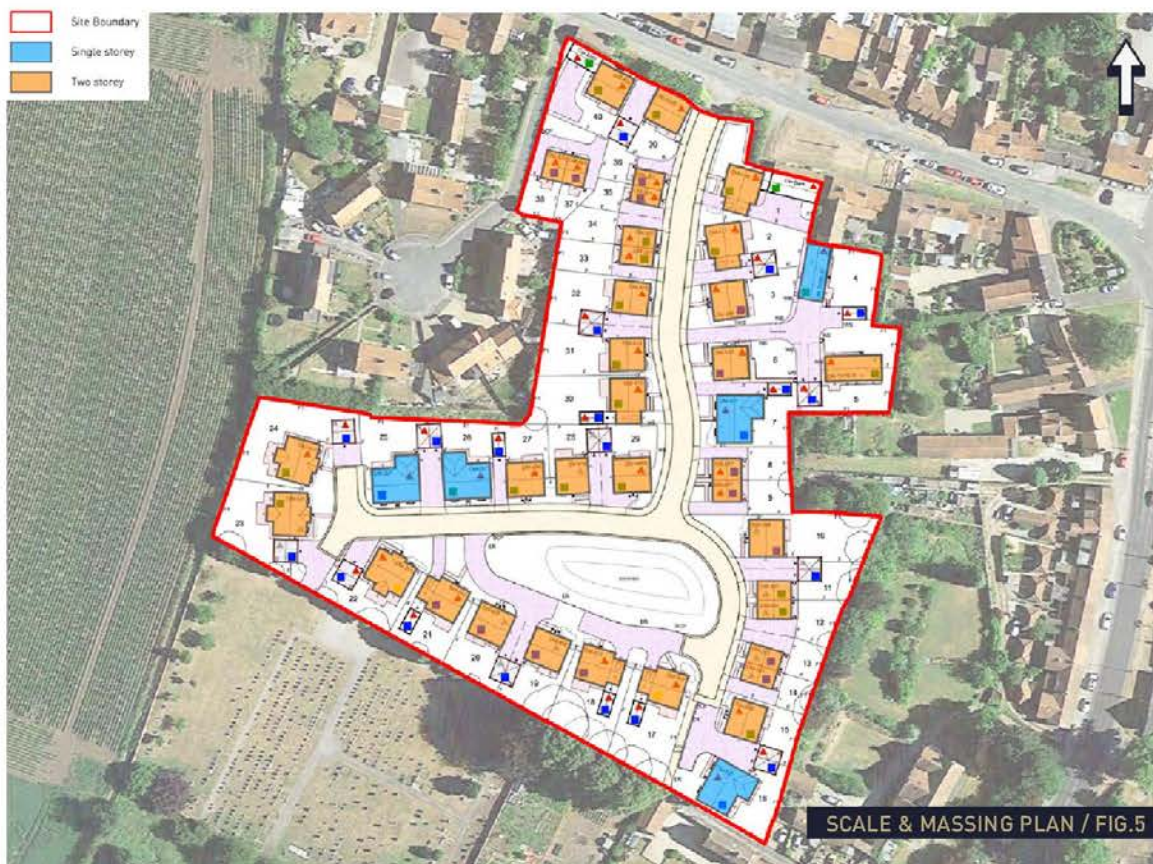
4.5 Similar materials to those used on the nearby residential developments will be used, including a combination of red brick types and slate and clay roof tiles.

**PARKING PROVISIONS**

4.6 Each dwelling has room for at least 2 cars with the majority of spaces provided down the side of new homes. Integral and detached garages are also included throughout the development.

**SCALE**

4.4 The layout comprises 35 two storey dwellings and 5 single storey bungalows. The site area is calculated as 1.9ha resulting in a gross density of 21 dwellings per hectare.



### CHARACTER PLAN

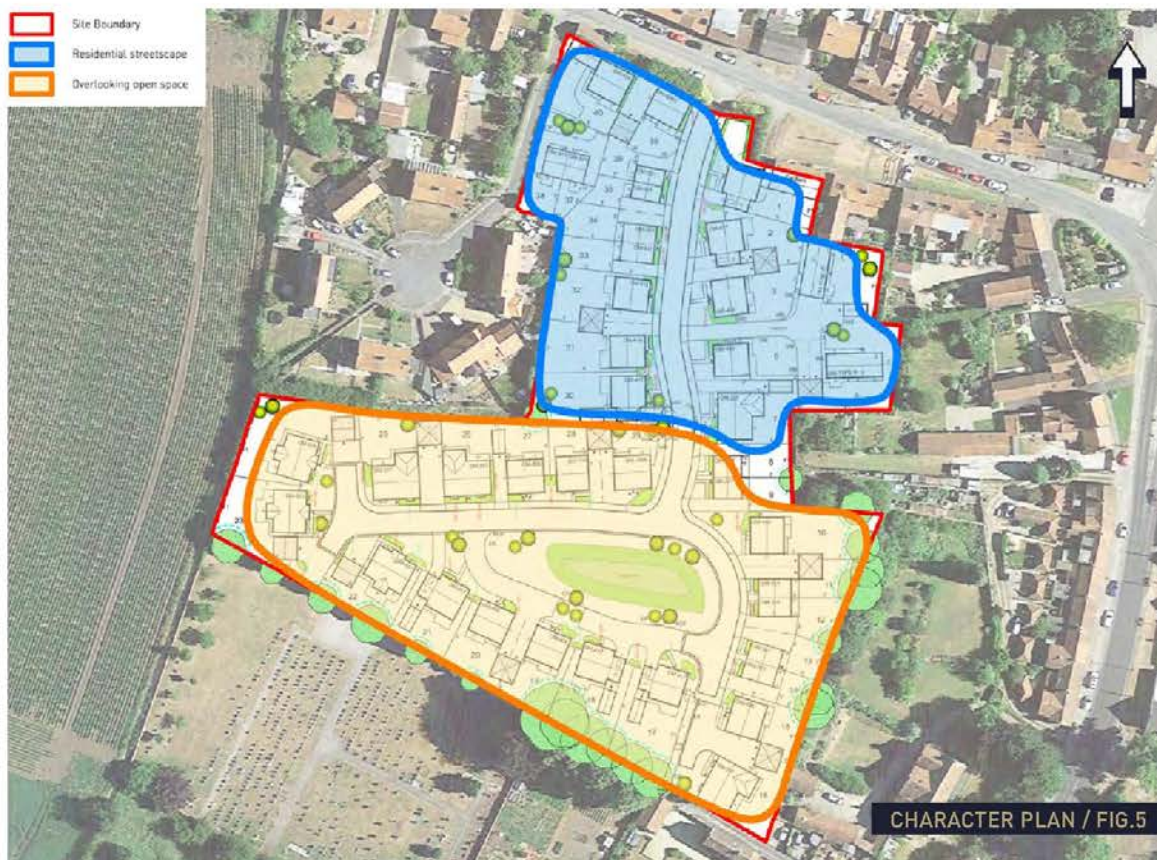
4.7 The character plan below illustrates various design principles and forms, which create a positive environment in which to live.

#### 1. OVERLOOKING PUBLIC OPEN SPACE

- Dwellings fronting open space will frame newly created public spaces whilst helping to create a sense of focus and natural surveillance.

#### 2. RESIDENTIAL STREETScape

- Informal sense of enclosure with sequence of views and vistas in and out of the site aided by tree planting and views framed by key dwellings;
- Typical street scene design within the development expressing a variety of detached and semi-detached dwellings.



CHARACTER PLAN / FIG.5

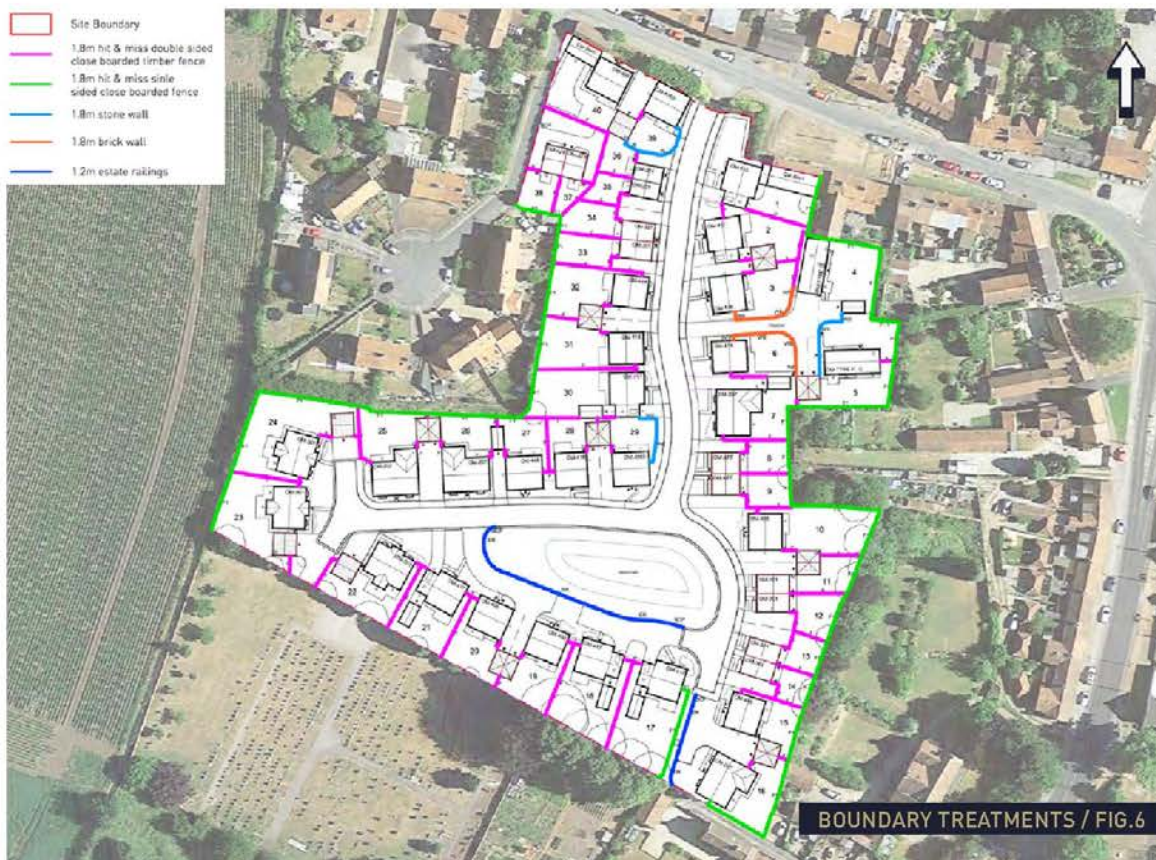
**GREEN INFRASTRUCTURE**

- 4.8 The landscape proposals for the site respond to the immediate opportunities and constraints of the site. The area of public open space to the south of the development provides an attractive focal feature when considering the vista created when travelling southwards along the spine road of the development.
- 4.9 Proposed hedgerows, ornamental shrubs and street trees combine to soften the appearance of the proposed built form.
- 4.10 In addition, proposed planting throughout the development will improve the ecological benefits of the scheme.



### BOUNDARY TREATMENTS

- 4.11 The plan below demonstrates the varying types of boundary treatment proposed for the development. The eastern and western site boundaries are predominantly formed by a combination of rear garden fences, consisting of 1.8m hit and miss single sided close boarded fence and existing hedgerows. The southern boundary consists of 1.8m hit and miss double sided fence in addition to the existing vegetation to strengthen the boundary between the cemetery and proposed rear gardens.
- 4.12 Estate railings around the southern edge of the proposed open space and stone/brick walls are also applied through the proposed streets to add interest to the street scene and strengthen the separation between public and private spaces.
- 4.13 Additional softening to boundaries and screening of parking areas is also provided by proposed structural and ornamental planting.





**MATERIALS**

**DWELLING CONSTRUCTION**

4.14 This area of Old Malton predominantly features traditional brick dwellings with symmetrical façades, and rendered features to plot projections.

**FEATURES & FENESTRATION**

4.15 The front doors are typically surrounded by decorative brick or combined with a porch of varying styles.

**BOUNDARY TREATMENTS**

4.16 Boundary treatments include low walls, fencing and hedging to create a visible threshold between private and public realm.

**ROOF STYLES**

4.17 There is mainly red pantile and concrete tile roofing see within the surrounding areas of the site. Chimneys vary from wide settings to smaller features of the dwellings.



MATERIALS PLAN / FIG.7

## MASTERPLAN

### ACCESS

- 4.18 Vehicular access to the majority of the site will be provided via Westgate at the northern boundary of the site. Direct access to plot 39 will be provided via Westgate while private drives off Westfold will serve plots 37, 38 and 40.

### LAYOUT

- 4.19 The proposed site plan demonstrates 40 dwellings accommodated across the site. The arrangement shown has been derived from analysis of the sites opportunities and constraints and discussions with the development team in advance of the submission of this application.

### APPEARANCE

- 4.20 As discussed within this document and the supporting Planning Statement, dwellings have been designed to integrate with the character of the existing dwellings nearby. A mix of house types and heights are proposed to give a varied and interesting street scene.
- 4.21 A range of roof tiles, brick types and elevational treatments such as render, will be used to reflect the character of the surrounding local area and will be discussed with the Council during future consultation.



URBAN GRAIN (EXISTING) / FIG.8



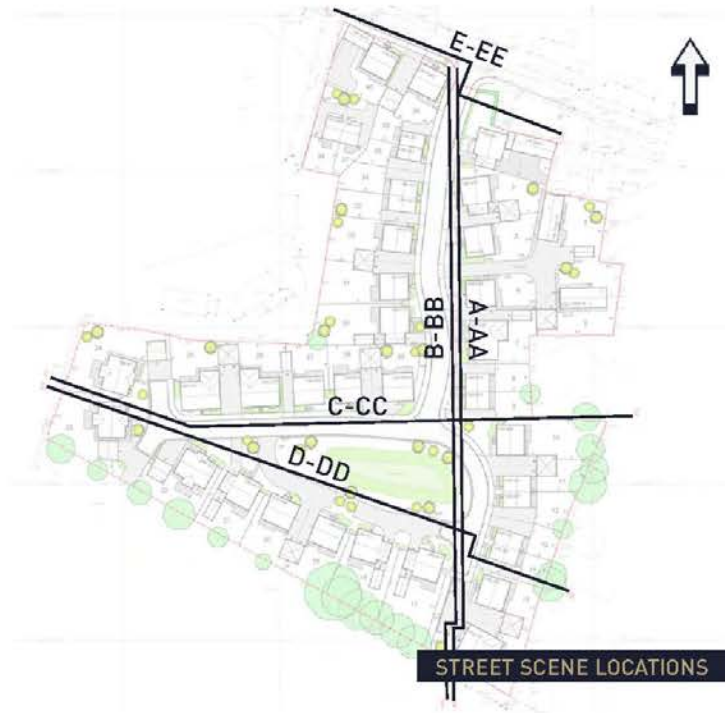
URBAN GRAIN (PROPOSED) / FIG.9



### STREET SCENES

- 4.22 The following pages set out the proposed street scenes of the proposed development, reflecting the character areas described previously are provided on the following pages.
- 4.23 Street scene A-AA represents the character of the primary route into the site off Westgate travelling southwards towards the south eastern part of the site. Dwellings are predominantly 2 storey with some bungalow properties also seen, with a combination of front and side parking.
- 4.24 Street scene B-BB illustrates the opposing side of the road to Section A-AA with the character of the housing overlooking the proposed public open space. These dwellings are served from a combination of private drives. The street scene uses a range of building types and materials to create subtle variety and a positive relationship with the open space.



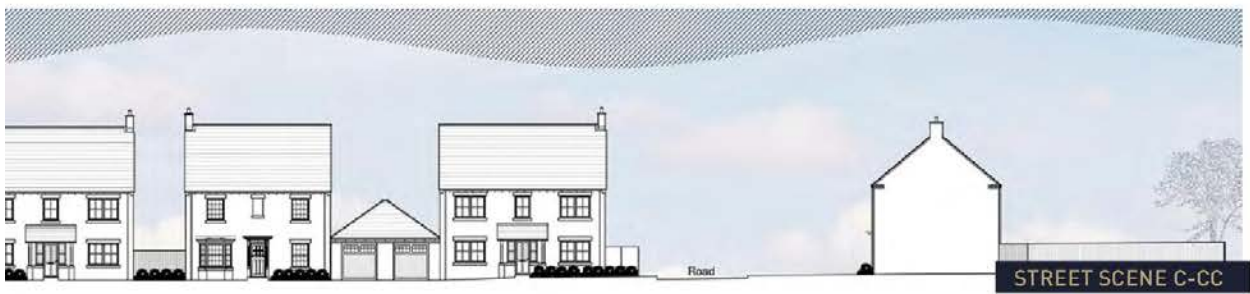


4.25 Street scene C-CC represents the character of the proposed properties to the north of the new public open space. Homes consist of 2 storey and single storey detached and bungalow homes. Side parking will avoid visual dominance of car parking in-front of the proposed homes.

4.26 The street scene illustrated at D-DD illustrates the intended appearance of the proposed homes to the south of the new public open space. The scale of the development here is low and the separation distances between the properties will create an attractive balance between built form and the public realm.



4.27 Street scene E-EE provides an illustration of the proposed homes along Westgate at the northern edge of the development. The positive interface with the new junction and existing road ensures that both routes benefit from natural surveillance.



STREET SCENE C-CC

Plot 27 FFL = 21.35      Plot 28 FFL = 21.35      Garage FFL = 21.20      Plot 29 FFL = 21.50      Plot 9 FFL = 21.75



STREET SCENE D-DD

Plot 20 FFL = 21.35      Plot 21 FFL = 21.35      Plot 22 FFL = 21.35      Garage FFL = 21.20      Plot 23 FFL = 21.35



STREET SCENE E-EE

Plot 1 FFL = 20.75      Plot 39 FFL = 20.75      Garage FFL = 20.60      Plot 40 FFL = 20.00

# BUILDING FOR LIFE

## 05

### RESOURCE EFFICIENCY

#### ADAPTABILITY

- 5.1 The new development should be flexible enough to respond to future changes in use, lifestyle and demography. This means designing for resource efficiency, creating flexibility in the use of property, public spaces and service infrastructure and introducing new approaches to transportation, traffic management and parking.
- 5.2 The development should be flexible to accommodate changes of use and circumstances through changing social, technological and economic conditions.

#### BUILDING FOR LIFE

- 5.3 This section clarifies how the development and design proposals embrace the recommendations given in Building for Life 12 and respond to the twelve B4L12 questions as follows;
- 5.4 In our opinion, the initial assessment of the scheme is achieving 12 'green lights' and shows that the development has assessed all of the questions posed by the Building for Life Assessment.
- 5.5 We believe that by virtue of its considered design, the development should be 'a good place to live.'

### CRIME PREVENTION

- 5.6 The design proposals are based on an understanding of best practice and reference has been made to relevant documents including "Safer places: the Planning System" and "Manual for Streets". The development is designed to create an environment that is well designed, attractive, clearly defined and well maintained. People should be able to take pride in their surroundings and feel comfortable and safe and have a sense of shared ownership and responsibility. The development is clearly defined with no ambiguity as to which areas are private, which are public, and how the two relate to one another.
- 5.7 The development has followed the following principles;
- Routes lead directly to where people want to go;
  - All routes are necessary, serving a defined function;
  - The majority of cars are marked in the curtilage of homes to provide optimum surveillance;
  - Natural surveillance is promoted by ensuring the street and open spaces are overlooked and well used; and
  - Ownerships and responsibilities for external spaces will be clearly identified and the proposals will facilitate ease of maintenance and management.
- 5.8 Landscape design is essential to achieve an environment that creates a sense of place and community identity. Landscape design in this context encompasses the planning, design and management of external spaces. Well-designed public lighting increases the opportunity for surveillance at night and sends out positive messages about the management of an area.
- 5.9 Natural surveillance is provided in the form of doors and windows overlooking streets and pedestrian routes. Creating activity throughout the day and evening will be essential in creating safe and comfortable routes for the user whilst discouraging criminal activity by increasing the risk of detection.



INTEGRATING INTO THE NEIGHBOURHOOD		SCORE
01 CONNECTIONS	<p>Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones, while also respecting existing buildings and land uses around the development site?</p> <ul style="list-style-type: none"> <li>Creates connections within the site.</li> <li>Properties integrated into existing urban grain.</li> <li>Good separation and relationship to adjacent houses.</li> </ul>	
02 FACILITIES AND SERVICES	<p>Does the development provide for or is it close to community facilities, such as shops, schools, workplaces, allotments, pubs or cafés?</p> <ul style="list-style-type: none"> <li>There are various facilities similar to the above that are in relatively close proximity to the proposed development, including primary schools, places of worship and public houses.</li> <li>There are several convenience stores and supermarkets located within Malton.</li> </ul>	
03 PUBLIC TRANSPORT	<p>Does the scheme have good access to public transport to help reduce car dependency?</p> <ul style="list-style-type: none"> <li>There are 4 bus stops within 400m radius of the site, providing services to Malton, Leeds, Tadcaster, Whitby and Thornton-le-Dale.</li> </ul>	
04 MEETING LOCAL HOUSING REQUIREMENTS	<p>Does the development have a mix of housing types and tenures that suit local requirements?</p> <ul style="list-style-type: none"> <li>A range of house types are proposed, including 2, 3 and to 4 bed, semi-detached and detached houses.</li> <li>Street scenes incorporate a range of property sizes and types to avoid creating too many larger or too many smaller homes from being grouped together.</li> </ul>	
05 CHARACTER	<p>Does the scheme create a place with a locally inspired or otherwise distinctive character?</p> <ul style="list-style-type: none"> <li>The proposed housing character takes inspiration from the surrounding area. The proposed scale, form, massing and materials of the new dwellings respond to the local character.</li> </ul>	
06 WORKING WITH THE SITE AND ITS CONTEXT	<p>Does the scheme take advantage of existing topography, landscape features (including water courses), trees and plants, wildlife habitats, existing buildings, site orientation and micro-climate?</p> <ul style="list-style-type: none"> <li>The dwellings respond to the existing urban grain of housing, creating a development that fits in with the local area.</li> <li>Boundary vegetation is retained and a positive relationship between the development and the existing landscape is achieved.</li> </ul>	
07 CREATING WELL-DEFINED STREETS AND SPACES	<p>Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?</p> <ul style="list-style-type: none"> <li>The location and orientation of dwellings creates well-defined streets with the use of dual aspect designs to turn corners and give presence to both streets.</li> <li>'Gateway' buildings and focal buildings / vista-stops also help define and frame the spaces.</li> <li>The built form is enhanced with high quality landscaping with proposed tree and hedge planting, used to define the semi-private spaces to garden frontages and to define specific character areas.</li> </ul>	
08 EASY TO FIND YOUR WAY AROUND	<p>Is the scheme designed to make it easy to find your way around?</p> <ul style="list-style-type: none"> <li>The proposed road network is relatively simple due to the nature of the site and the surrounding built form. A circular route around proposed open space will assist legibility and movement through the new development.</li> <li>The scheme is designed to be continuous to create a cohesive character within the proposed development. The street hierarchy, building character areas and public open space help define routes and wayfinding within the site.</li> </ul>	
09 STREETS FOR ALL	<p>Are streets designed in a way that encourages low vehicle speeds and allow them to function as social spaces?</p> <ul style="list-style-type: none"> <li>There is a clear hierarchy of the street design, with a main primary road, which forms a main spine through the site, branching off to secondary roads and private drives.</li> </ul>	
10 CAR PARKING	<p>Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?</p> <ul style="list-style-type: none"> <li>Each property has 2 parking spaces with the majority provided in a side-parking position, all relating well to the property they serve.</li> </ul>	
11 PUBLIC AND PRIVATE SPACES	<p>Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?</p> <ul style="list-style-type: none"> <li>Each street will have overlooking plots, creating safe and secure street scenes.</li> <li>Public open space is located within the southern part of the site and creates a focal space to the development. The open space will be maintained by a management company or the local authority.</li> </ul>	
06 EXTERNAL STORAGE AND AMENITY SPACE	<p>Is there adequate external storage space for bins and recycling, as well as vehicles and cycles?</p> <ul style="list-style-type: none"> <li>All properties have secure rear garden space, which provides space for refuse storage and allows for a storage shed, which are optional to the residents. Some of the properties have either external or integral garages.</li> </ul>	
<b>TOTAL SCORE</b>		<b>12 - 0 - 0</b>



# SUMMARY

## 06

- 6.1 Duchy Homes are applying to Ryedale District Council for reserved matters addressing:
- Layout;
  - Scale;
  - Appearance; and
  - The landscaping of the site.
- 6.2 The scheme has been carefully designed, to ensure that proposed development responds to the site context, along with its opportunities and constraints, which are set out within this Design and Access Statement.
- 6.3 The development proposals will achieve:
- The creation of an integrated residential community with a sensitive relationship to the existing urban environment and its setting;
  - The creation of pedestrian routes through the development;
  - The provision of a development that is well connected, readily understood and easily navigated, promoted through a layout that is efficient, safe and user-friendly;
  - Creation of a strong landscape framework and open space structure;
  - Provision of a range of dwelling sizes, types and tenure that offers an accessible and acceptable choice of lifestyles; and
  - Promoting the objectives of sustainable development through layout and design.

