

# Kirkdale Road | Kirkbymoorside

Design and Access Statement



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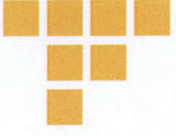
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**GLADMAN**



# The Vision



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# 1. Background

## INTRODUCTION AND PURPOSE

- 1.1 This Design and Access Statement accompanies the outline planning application made by Gladman Developments Ltd for residential development and associated open space on land on the western edge of Kirkbymoorside. The application seeks outline planning permission for the residential development with detailed approved sought at this stage for access only. All other matters are reserved for subsequent approval.
- 1.2 Design and Access Statements are required by the Planning and Compulsory Purchase Act 2004. The purpose of this document is to:
1. Provide information concerning the design evolution of the development.
  2. To outline the broad design principles that have led to the form and type of development proposed.
  3. To set the application site in context with its surroundings.
- 1.3 The document should be read in conjunction with the Planning Statement and other supporting information.

## DESIGN AND ACCESS STATEMENT METHODOLOGY

- 1.4 The structure and detail of this document follows guidance produced by the DCLG in March 2010, 'Guidance on Information Requirements and Validation'. This statement has also embraced two supporting texts: CABE's 'Design and Access Statements: How to read write and use them (2006)' and the Urban Design Group's 'Design and Access Statements Explained'.
- 1.5 The following basic elements are identified in the Guidance and are fully explained within this document:

- 1.6 An appraisal of the context comprising of an:

- Assessment of the site's immediate and wider context
- Evaluation of the assessment; and
- Design of the scheme

- 1.7 A response to the contextual analysis in terms of a description of the proposed mix of uses in relation to:

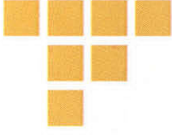
- Their distribution across the site
- The appropriateness of the accessibility to and between them; and
- Their inter-relationship to the surrounding area

- 1.8 An explanation of the design principles and concepts in terms of;

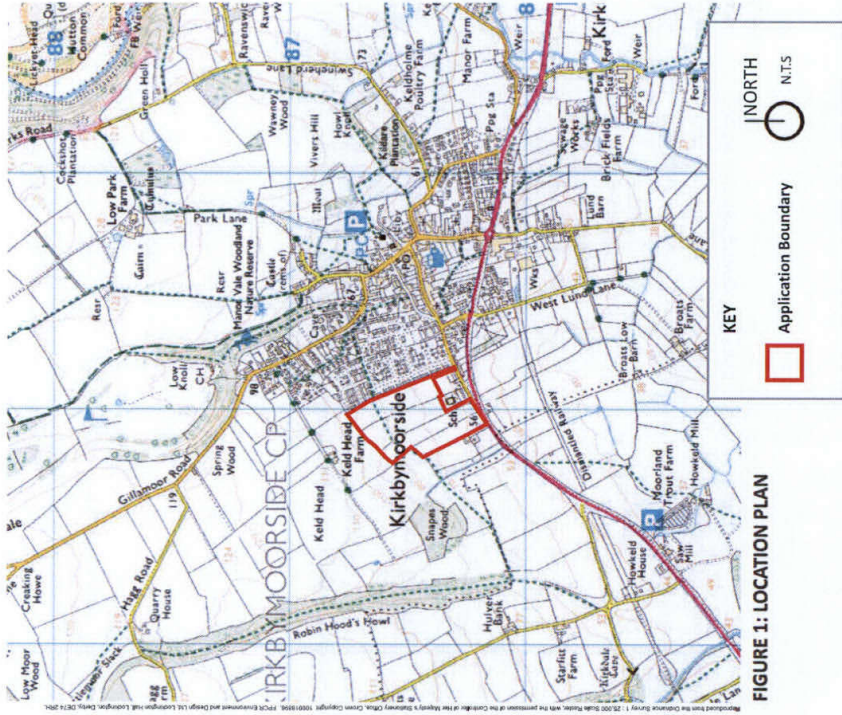
- Amount
- Layout
- Scale
- Landscaping
- Appearance
- Accessibility

- 1.9 This statement includes an illustrative Masterplan. These illustrate the type of land uses, development block structure, building heights, street layout, character, indicative plot arrangement and landscape structure.





# 1. Background



1.10 The illustrative Masterplan outlines the design principles which will ensure that the development is capable of providing:

- Enhancing the market town of Kirkbymoorside.
- A high quality residential environment, which embraces sustainable principles and provides an assortment of housing types.
- An urban realm which draws upon the best examples of local distinctiveness and character from Kirkbymoorside creating an appealing place to live.
- A layout which maximises accessibility for all, by considering the needs and requirements of people both now and in the future.
- A Masterplan which protects and enhances the site character and visual amenity, and improves connectivity with the local area.
- Enhanced biodiversity development within a new green infrastructure.



# 1. Background

## BUILDING FOR LIFE

1.11 The scheme has been developed embracing the 20 Building for Life criteria developed by CABE and the Home Builders Federation. These criteria embody the vision of what new housing developments should be: attractive, functional and sustainable. The Building for Life criteria are used to evaluate the quality of schemes against this vision.

1.12 This Design and Access Statement contains the information required for the evaluation, and is set out to enable the evidence for the evaluation to be easily obtained.

1.13 The twenty Building for Life Questions are grouped under four headings, and are set out below:

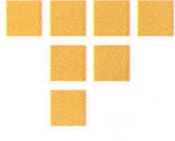


### ENVIRONMENT AND COMMUNITY

- 1) Does the development provide (or is it close to) community facilities, such as a school, parks, play areas, shops, pubs or cafes?
- 2) Is there an accommodation mix that reflects the needs and aspirations of the local community?
- 3) Is there a tenure mix that reflects the needs of the local community?
- 4) Does the development have easy access to public transport?
- 5) Does the development have any features that reduce its environmental impact?

### CHARACTER

- 6) Is the design specific to the scheme?
- 7) Does the scheme exploit existing buildings, landscape or topography?
- 8) Does the scheme feel like a place with distinctive character?
- 9) Do the buildings and layout make it easy to find your way around?
- 10) Are streets defined by a well-structured building layout?



# 1. Background

## STREETS, PARKING AND PEDESTRIANISATION

- 11) Does the building layout take priority over the streets and car parking, so that the highways do not dominate?
- 12) Is the car parking well integrated and situated to it supports the street scene?
- 13) Are the streets pedestrian, cycle and vehicle friendly?
- 14) Does the scheme integrate with existing streets, paths and surrounding development?
- 15) Are public spaces and pedestrian routes overlooked and do they feel safe?

## DESIGN AND CONSTRUCTION

- 16) Is public space well designed and does it have suitable management arrangements in place?
- 17) Does the buildings exhibit architectural quality?
- 18) Do internal spaces and layout allow for adaption, conversion or extension?
- 19) Has the scheme made use of advances in construction or technology that enhance its performance, quality and attractiveness?
- 20) Do buildings or spaces outperform statutory minima, such as building regulations?

1.14 A short summary of the evaluation and reference to the evidence is contained as section 4 of the Design and Access Statement.



# 1. Background

## POLICY SUMMARY

1.15 National Planning Policy and Best Practice Guidance seeks to ensure the quality of new development. This has been used as a source of reference in the development of these proposals, the vision and illustrative master plan having been developed according to best practice.

1.16 A detailed assessment of the planning policy framework is set out in the Planning Statement which accompanies the planning application. This section focuses on the regional and local planning policies most relevant to the design and access proposals for the development.

## THE RYEDALE LOCAL PLAN

1.17 The adopted Ryedale Local Plan March 2002 seeks to regulate development within the Ryedale District of North Yorkshire. Of specific relevance are the following design policies from the Ryedale Local Plan:



## Policy ENV1 - New Development Outside Development Limits

1.18 Subject to the provisions of other Policies within this Local Plan, proposals for development outside the Development Limits (as defined on the Proposals Map) will be permitted provided that:-

- (i) They are related to the needs of agriculture or forestry or would benefit economic or social activity; and
- (ii) They would maintain or enhance the rural environment. In particular, the District Council will require that:-
  - (a) The proposal is compatible with the character of the surrounding area and would not have a material adverse impact on the landscape;
  - (b) The proposal safeguards landscape features worthy of protection and complies with Policies ENV2 to ENV5 on the landscape;
  - (c) New buildings are erected only where these would not materially detract from the open rural character of the countryside and where the design, scale, siting and materials of the buildings and structures would respect the local environment and reflect local character;
  - (d) Wherever necessary, the proposal is accompanied by a high-quality landscaping scheme appropriate to its setting which is in accordance with Policy ENV7 and which satisfactorily integrates the development into its immediate surroundings and into any long-distance views of the site;
  - (e) The proposal would not have a material detrimental effect on highway safety, the Public Rights of Way network or the amenity of those living or working in the countryside;

# 1. Background

- (f) Services and infrastructure can be provided without serious detriment to the rural character and appearance of the locality;*
- (g) The proposal adequately protects nature conservation and archaeological interests; and*
- (h) Where the proposal would take place on the best and most versatile agricultural land, it would accord with the provisions of Policy Ag1.*

## **Policy ENV3 - Development In The Areas Of High Landscape Value**

**1.19** Within the Wolds and the Fringe of the Moors Areas of High Landscape Value:

- (i) Development which would materially detract from the special scenic quality of the landscape will be resisted;*
- (ii) Small-scale development that would benefit the social or economic situation of rural communities including agricultural uses, farm diversification proposals, affordable housing where this meets with the criteria of Policy H20 and facilities for tourists and for outdoor sport and recreation will be permitted, provided that such development can be accommodated without significant detriment to local landscape character;*
- (iii) Large-scale development will only be permitted where it can be clearly demonstrated that the proposal would have significant economic or social benefits, is incapable of being located outside the Areas of High Landscape Value and is designed to do as little damage to the environment as practicable;*
- (iv) Non-agricultural buildings and development will be required to reflect the traditional character of buildings and landscape form in terms of siting, design, and use of materials traditional to the area. Agricultural buildings will be required to accord with Criteria (i) and (iii) of Policy Ag2;*

- (v) Landscaping schemes will be required to reflect local landscape character in terms of form and extent of planting and in terms of species used;*
- (vi) The conservation and appropriate management of features important to the local landscape such as trees, hedges, copses, woodlands and grassland will be encouraged.*

## **Policy ENV7 - Landscaping**

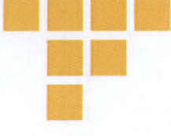
**1.20** Wherever appropriate, development proposals will be required to incorporate a suitable high-quality landscaping scheme that enhances and complements the local environment. Such schemes should normally use native, locally-occurring species. Detailed permission will not be granted in advance of the submission of a suitable landscaping scheme, where required, and, where appropriate, development will not be permitted until the appropriate landscaping has been undertaken. Landscaping proposals must not materially detract from the value of areas of archaeological or ecological importance.

**1.21** Existing trees and hedgerows will normally be required to be retained and should be incorporated into the design of new developments. Applications for development on sites with existing trees and hedgerows should be accompanied by the following details:-

- (i) An accurate tree and hedge survey indicating the positions, species and spreads of all trees and hedges within and surrounding the site (normally at 1:200 scale);*
- (ii) An accurate survey of the topography indicating existing and proposed changes in ground level;*



# 1. Background



*(iii) The location of proposed and repositioned underground services in relation to existing trees and hedges;*  
*(iv) Details of tree and hedge protection measures during construction.*

1.22 Applications for development on sites which contain trees or hedgerows of significant amenity value will be required to be accompanied by a 'Method Statement' for arboricultural works.

1.23 Proposals to remove existing trees or hedges will only be permitted if they represent a material threat to public safety or property, are diseased or dying, involve a species which is detrimental to landscape quality or where the benefits of the development would clearly outweigh the importance of the trees and hedges on the site. Veteran trees and trees which provide an important habitat should be retained in appropriate undeveloped areas of the site. Where it is appropriate to remove a tree or hedgerow, the District Council will require the planting of sufficient replacements to compensate for the detrimental effect on the landscape, on wildlife and on atmospheric quality.

1.24 The District Council will monitor the implementation of agreed schemes and the well-being of all new and replacement planting and will, in appropriate circumstances, take action to ensure the implementation of outstanding schemes and also the replacement of any unsuccessful specimens.

1.25 In some cases, off-site landscaping may be required as an alternative to, or in conjunction with, on-site landscaping.

## Policy H9 - Residential Development In The Countryside

1.26 New residential development will not be permitted outside the Development Limits shown on the Proposals Map. The only exceptions to this will be where:-

- (i) The dwelling can be shown to be essential to the needs of agriculture or forestry or there are other material considerations which would warrant the granting of planning permission and which comply with the provisions of Policy AG7, or
- (ii) It is for the development of a country house which complies in all respects with the provisions of Policy H11, or
- (iii) It would be for a development falling within the provisions of Policy AG6, or
- (iv) It would be for affordable housing falling within the provisions of Policy H20.

## Policy H14 - Public Open Space In Residential Developments

1.27 0.26 hectares of open space per 100 population will be required to be provided in any residential development:-

- (a) Of 10 or more dwellings within the Market Towns, or*
- (b) Of 5 or more dwellings elsewhere.*

1.28 Where it is not considered appropriate to provide the open space on the site itself, the District Council may accept a financial contribution towards the provision of a larger area of open space or towards the costs of upgrading existing nearby facilities which can be used by the residents of that development elsewhere within the settlement.

# 1. Background

## Policy L9 - Informal Countryside Recreation

1.29 Small-scale facilities including the provision of open space which enable people to undertake informal countryside recreation will be permitted provided that they:

- (i) Will not introduce levels of activity inappropriate to the area;
- (ii) Will not have a material adverse effect on the character and appearance of the countryside;
- (iii) Will not result in a detrimental impact on road safety or the free flow of traffic on the adjacent highway network and, where appropriate, sufficient off-road vehicle parking can be provided;
- (iv) Will not result in an unacceptable nuisance to, or impact on, adjoining land uses and the amenity of people living nearby;
- (v) Will not have a material adverse effect on sites of nature conservation value or archaeological or historic importance;
- (vi) Where the proposal would take place on the best and most versatile agricultural land, will accord with the provisions of Policy Ag1.

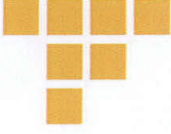
1.30 Regional planning policy is provided by the RSS which has been revoked. RSS Policies on environmental protection and landscape character include:-

Yh1  
ENV10





# 1. Background



## SUPPLEMENTARY PLANNING GUIDANCE (SPG) DOCUMENTS

1.31 Supplementary Planning Guidance (SPG) documents have been prepared to supplement and support policies contained within the Ryedale Local Plan. However, this process has been changed and Supplementary Planning Documents (SPD) are used to expand upon planning policies contained within the Local Development Framework.

1.32 The SPDs and SPGs relevant to this report are provided below:

### Ryedale Rural Design Guide (SPG)

### Ryedale Residential Design Guide (SPG)



## KIRKBYMOORSIDE CONSERVATION AREA APPRAISAL

1.33 Ryedale District Council have produced a Conservation Area Appraisal for Kirkbymoorside. The appraisal provides information about the historical development of the town and assesses and defines four distinct areas of special interest within the conservation area. These include the following:

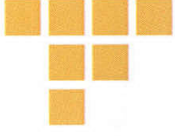
### Area 1 - The Church, Market Place and Original Town Centre

### Area 2 - The Domestic Core of Kirkbymoorside

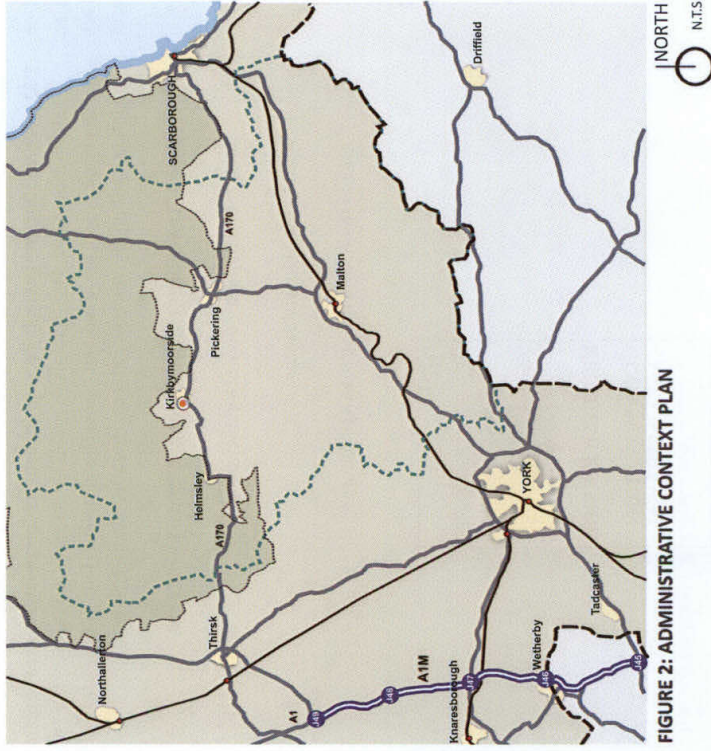
### Area 3 - The Manorial Sector

### Area 4 - Town Farms and Urban Agriculture





# 1. Background



**KEY**

	The Site		North York Moors National Park
	North Yorkshire County Council		Ryedale District Council

Note: Only large settlements are located on this plan

FIGURE 2: ADMINISTRATIVE CONTEXT PLAN



# 1. Background

## NATIONAL PLANNING POLICY FRAMEWORK

1.34 The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied. It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities. The following paragraphs are considered of particular relevance to the site at Kirkbymoorside.

### Paragraph 14

1.35 At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking.

### Paragraph 56

1.36 The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

### Paragraph 58

1.37 Local and neighbourhood plans should ...aim 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;
- 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.

### Paragraph 59

1.38 Local planning authorities should consider using design codes where they could help deliver high quality outcomes.

### Paragraph 70

1.39 ...planning policies and decisions should:

- Plan positively for the provision and use of shared space, community facilities (such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;



## 2. Response to Context & Evaluation

### SITE LOCATION AND PHYSICAL CONTEXT

2.1 The site is located to the west of the market town of Kirkbymoorside in the administrative area of Ryedale District Council in the county of North Yorkshire. The application area extends to 11.71 hectares of land to the north of Kirkdale Road, which is currently used as agricultural land. The site is west of the town centre. Kirkbymoorside has a population of approximately 3,000 residents.



FIGURE 3- AERIAL PHOTOGRAPH

2.2 The site is bounded to the east by the existing residential area of West Pasture, Beech Drive and Poplar Avenue and bounded to the south by Kirkdale Road (A170), Westfields Road and Kirkbymoorside Community Primary School. Agricultural land extends to the north and west beyond the site. A detached house (Broad View) by Kirkdale Road also abuts the western boundary.

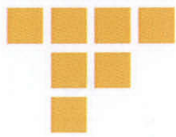
2.3 An existing right of way crosses the northern part of the site providing a link from West Pasture to the surrounding countryside. The south facing topography of the site consistently rises from the south up to the north. The land beyond descends to the south into the Vale of Pickering and rises to the north towards the North Yorkshire Moors.

2.4 Kirkbymoorside is served by existing regular bus routes which provide public transport links with Scarborough, Helmsley and Malton. Services currently run along West Fields, which forms part of the southern boundary of the site.

2.5 Amenities and local facilities are available within Kirkbymoorside. These include:

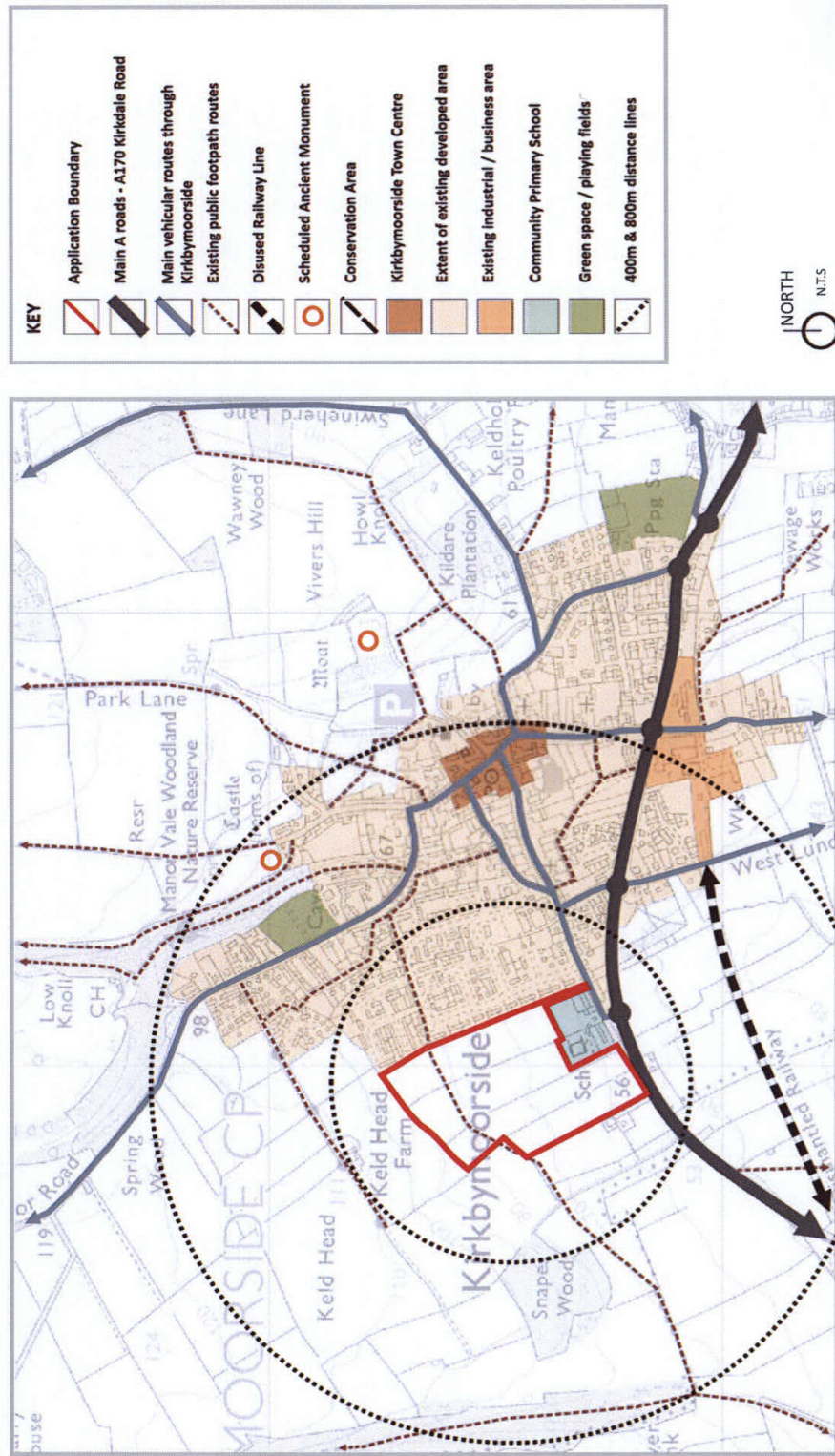
- A primary school
- Local shops
- A church
- Public open space
- Pharmacy
- Dentist
- Post Office
- Public houses
- Library
- Restaurants
- Petrol filling stations
- Community and leisure facilities





## 2. Response to Context & Evaluation

FIGURE 4: SITE CONTEXT PLAN



## 2. Response to Context & Evaluation

### ARBORICULTURE ASSESSMENT SUMMARY

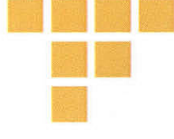
- 2.6** A comprehensive tree survey has been undertaken to assess the trees present within the site in accordance with guidance contained within British Standard 5837 (2005) Trees in Relation to Construction. A total of twenty individual trees and three groups of trees were surveyed as being present within the site as part of the arboricultural assessment and recorded as being individual specimens or groups / blocks where examples were present as free standing specimens, or occurring in naturally formed groups. Four of the individual trees were considered as category A; seven as category B and eight as category C. The three groups were recorded as being category B. Two of the specimens showed a number of characteristic features associated with veteran trees and several housed features that may have potential to support roosting bats.
- 2.7** The site comprised a series of field compartments currently used for agricultural purposes and totalled an area of 11.71 hectares to the north side of Kirkdale Road. Having undertaken a comprehensive survey of the tree stock present on site for the most part the site contained a high amount of arboriculturally high quality material. This would be demonstrated by the number of category A and B specimens present thereby reflecting the importance the trees have in terms of visual contribution to the local area. Tree cover within the site was largely confined to the boundaries of the agricultural field compartments. The majority of trees present were well established and therefore classed as mature in age. By virtue of their sizeable dimensions the trees were considered as being prominent and integral features of the local landscape. Specimens present were generally found to be in good overall physical condition although as would be expected of trees growing in this type of environment several of the examples displayed evidence of a range of structural defects associated with an accumulation of historic crown damage resulting from strong winds, as well as natural dead wood connected to such aging examples.

- 2.8** The master plan has in principal, following guidance within British Standard 5837 (2005) Trees in Relation to Construction, and where practicable, retained all the tree cover within the site. There will be no tree losses to facilitate the layout.

The proposals will also be providing extensive new tree planting as part of the development and is to be of high quality appropriate to the end site use, therefore the development will also serve as an opportunity to improve and enhance the existing tree stock in the local landscape to provide future amenity.

- 2.9** Due to the current age, physical condition and presence of varying amounts of deadwood within the some of the crowns of the existing specimens, appropriate levels of remedial work will be required to reduce the level of associated risk in the interests of public safety for future users of the site. Where specimens were found to provide ecological value by virtue of their poorer structural condition, consideration will be given to applying the necessary remedial tree surgery to address any safety implications from potential future structural collapse to retain them in situ for their ecological contribution. Any tree surgery would be sympathetically and appropriately applied and in accordance with British Standard 3998 (2010) Recommendations for Tree Work.

- 2.10** Overall the trees present throughout the site formed an intrinsic part of the local landscape character. Being mostly mature there was an absence of younger material throughout the tree stock and despite the abovementioned defects were generally in good condition. Providing appropriate remedial tree surgery is implemented, existing trees should integrate with the development proposals thereby continuing to provide landscape character and amenity value.

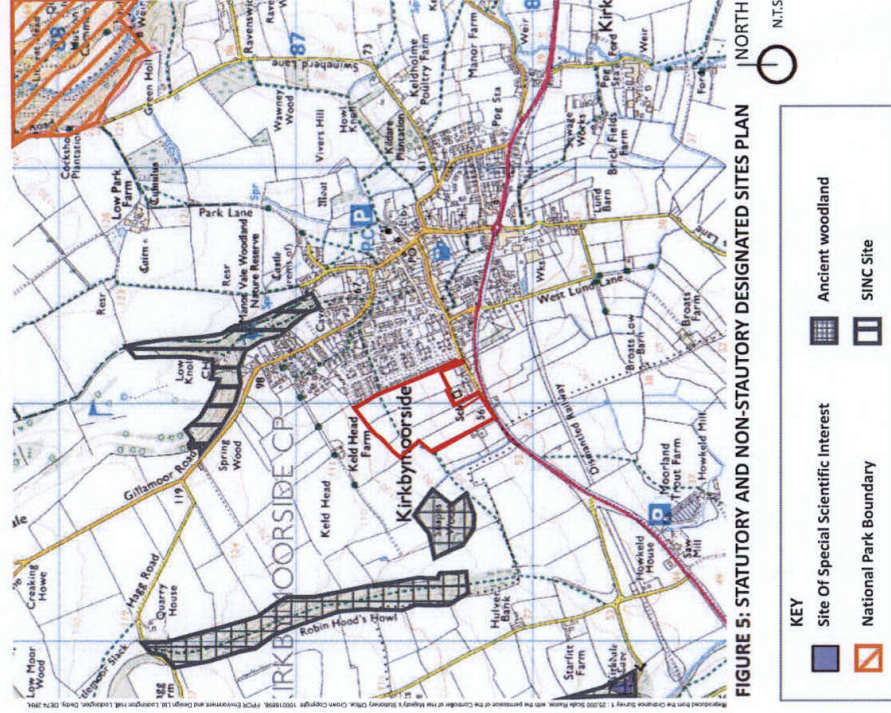
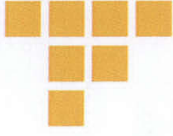




## 2. Response to Context & Evaluation

### NATURE CONSERVATION AND ECOLOGY

- 2.11** The site comprises of arable land and improved pasture with mature trees, hedgerows and fencing creating field boundaries. Features of value within the site include the hedgerows and mature trees. Hedgerows provide commuting, foraging and nesting habitat for wildlife including common pipistrelle, noctule, brown long eared and a Myotis species bat. No roosts were recorded in any of the trees although some provide potential for use as a roost. No evidence of any other protected species was recorded within the site. No statutory of non-statutory sites are located within the boundary of the site, the closest non statutory site lies 500m to the north east. North York Moors SSSI, SPA, SAC lies 3.4km from the site boundary.
- 2.12** Development will lead to the loss of the grassland and arable fields and will require that access be gained through hedgerows into the site resulting in the loss of 5-6 sections of existing hedgerow. Two mature trees with low bat potential will also be lost.
- 2.13** In order to mitigate for the loss of the hedgerow sections and the trees and to provide biodiversity enhancement within the site existing retained hedgerows will be strengthened and extended using locally native species and a large area approximately 3.2ha of community woodland will be created. This will comprise native tree and shrub planting, ground flora plug planting within the woodland areas, species rich grassland, either seeded from locally sourced green hay or from a native seed supplier and areas of open water designed specifically for wildlife including a range of depths with deep central areas, large drawdown zones and scalloped edges. Marginal and aquatic species will be planted within some areas of open water and other areas will be left to develop naturally.
- 2.14** The new community woodland will be designed to be used for informal recreation, such as dog walking, by local residents. This will ensure that there will be no significant increase in visitor pressure on the North York Moors SPA/SAC.





## 2. Response to Context & Evaluation

### TOPOGRAPHY

- 2.15** The topography across the local landscape is varied. The site is situated on a hillside with land lying between 55-93m AOD. The south western part of the site occurs at approximately 55m AOD. Land rises towards the north western site boundary, which lies at approximately 85.5m AOD, which the site's north eastern part of the site lies approximately 92.5m AOD.
- 2.16** Topography within the wider landscape is more varied. Locally elevated land occurs to the north of Kirkdale Road (A170) and enables views across the Vale of Pickering situated on lower ground to the south. A low ridgeline lies at approximately 110m AOD by Keld Head Farm and restricts wider views to the north from within the vicinity of the site. Vivers Hill lies at approximately 110m AOD and forms a locally prominent setting for Kirkbymoorside at the eastern edge of the village. Hill and dale landforms occur along watercourses which run broadly in a northwest to southeast direction. Hodge Beck lies approximately 1km to the west of the site whilst the Rive Dale and Hutton Beck lie to the east of the Kirkbymoorside. Other becks and drains are present within the Vale of Pickering situated to the south of the site include Keld Spring Beck, Howkeld Beck and Coulson Drain. Low hills within the Vale of Pickering such as Broats Hill and Edstone Hill are prominent within local views.
- 2.17** Further to the north and remote from the site there are moorland uplands situated on higher ground. A local highpoint of around 250m AOD occurs at Boonhill Common located 5km to the northwest of the site.

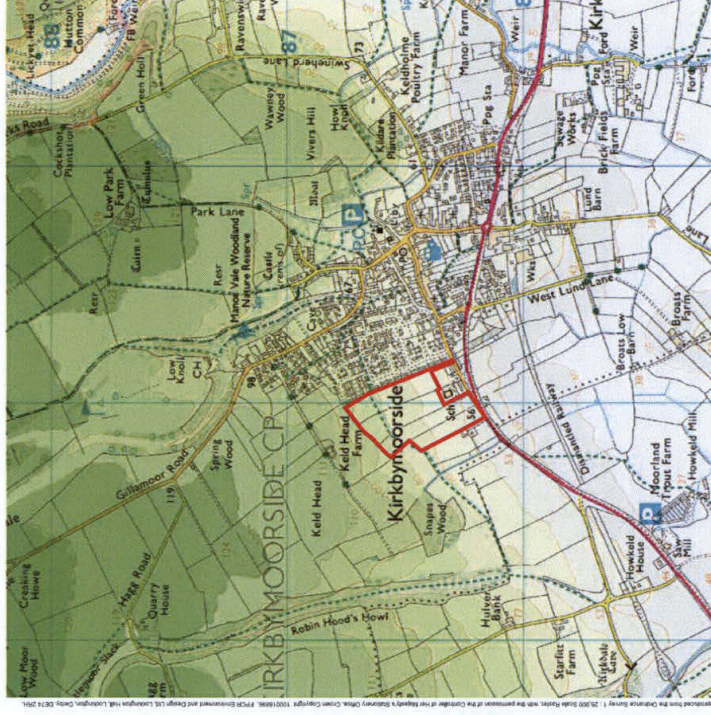
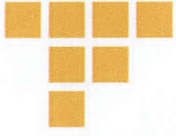


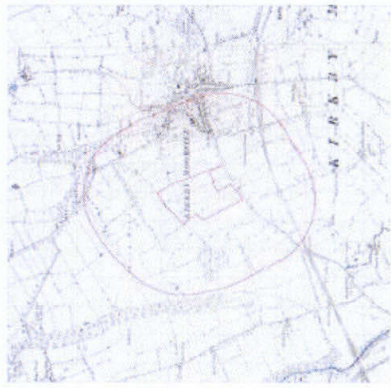
FIGURE 6: TOPOGRAPHY PLAN





## 2. Response to Context & Evaluation

FIGURE 7: HISTORIC MAPS



HISTORIC MAP: 1891 - 1892



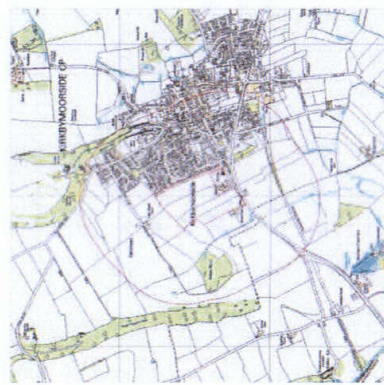
HISTORIC MAP: 1910 - 1914



HISTORIC MAP: 1950



HISTORIC MAP: 1979 - 1980



HISTORIC MAP: 2002



HISTORIC MAP: 2011

## 2. Response to Context & Evaluation

### HERITAGE

2.18 Historically the settlement developed as a popular trading post for the coaching routes between York and Scarborough and across the North Yorkshire Moors.

2.19 Traditionally a market town since 1254, Kirkbymoorside has served as a trading hub since with ancient coaching inns located along the historic core of the town. The Georgian facades point to later periods of commercial prosperity on the coaching route between York and Scarborough.

2.20 Kirkbymoorside was connected to the national railway network from 1875 to 1964 (when the track was lifted). However, the service was infrequent and not acceptable compared to today's level of service for public transport. The disused railway line is located to the south of the town and has been identified in the Ryedale Local Plan as a potential route for pedestrians and cyclists.

2.21 The maps overleaf illustrates the historic development of the local area over the last 2 centuries. The maps predating 1950 shows how the settlement was concentrated along the main 2 routes through the town. Hedgerows within the site clearly define the field pattern which survives to present day. The wooded areas of Manor Vale Nature Reserve and Snapes Wood are apparent.

2.22 By the post 1950's maps, it is noticeable how the town has expanded with additional housing to the north, south and especially the west of the historic core with relatively recent housing estates located along the eastern boundary of the site. The town's growth during the last century lead to the construction of the A170 bypass to the south of the town. However, further expansion of Kirkbymoorside has occurred in recent years with small pockets of additional residential and small industrial works units being located to the south of the A170.

### LANDSCAPE CHARACTER

2.23 Kirkbymoorside and the site are situated at the southern edge of the 'North Yorkshire Moors and Cleveland Hills' National Character Area (No. 25) with the 'Vale of Pickering' National Character Area (No. 26) located to the south as described by Natural England.

2.24 A more detailed character area assessment of the area has been conducted by Ryedale District Council, which was published in 1999 entitled "The Landscape of Northern Ryedale". According to the study the site lies within the Undulating Farmland character area (Figure 4).

2.25 The key characteristic features from the "Undulating Farmland" character area are provided below:

- Gently rolling, sometimes sloping relief.
- Varied patchwork of farmland and small woodlands interlaced by hedgerows.
- Predominantly arable land with some pasture set in medium sized regular shaped fields.
- Lanes are straight, often with sharp bends and have wide grass verges and dense hedgerows.
- Villages tend to be nucleated and located on low lying land adjoining the Vale of Pickering.



## 2. Response to Context & Evaluation

### VISUAL ANALYSIS

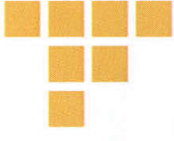
2.26 A Landscape and Visual Assessment of the site at Kirkbymoorside was undertaken by FPCR Environment and Design Ltd. The report concludes that a residential scheme can be accommodated without any significant adverse effects. Indeed the well designed scheme proposed would result in beneficial effects.

2.27 There are long distance views of Kirkbymoorside and the site from the Vale of Pickering situated to the south of Kirkdale Road (A170). However, the proposed built development would be situated well below the ridgeline by Keld Head Farm and would not appear prominent within views. Other closer range local views of the site are evident when approaching the town from the west along Kirkdale Road (A170). Therefore, belts of native species broadleaved trees would be proposed along the site perimeter that would be in keeping with the local landscape, creating an attractive setting to the development and would ultimately enhance the local views.



FIGURE 8: AERIAL PHOTOGRAPH





## 2. Response to Context & Evaluation

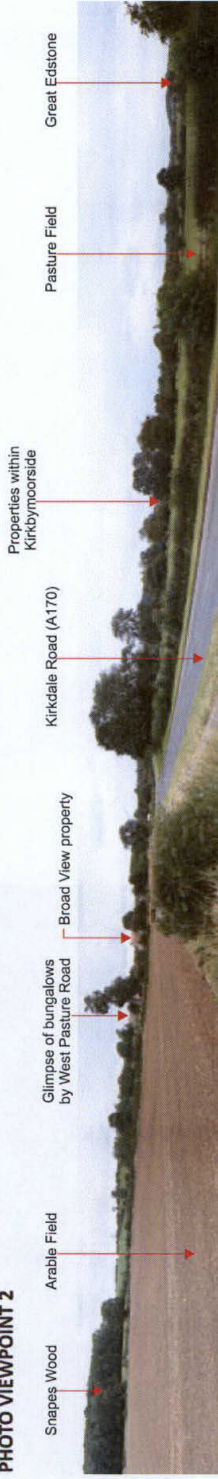
### VISUAL ANALYSIS

#### PHOTO VIEWPOINT 1



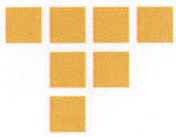
2.28 There are a range of views across the site from the footpath which crosses the site. Easterly views are towards the residential edge of Kirkbymoorside. In places the properties appear abrupt where views of bungalows and fencing are unobscured. Elsewhere hedgerow and small trees soften the built edge. Properties situated to the north of the footpath are visible against the skyline, whilst those situated on lower lying ground are backdropped by woodland on Vivers Hill, as well as other residential development within Kirkbymoorside and more distantly by the wider agricultural landscape within the Vale of Pickering. There are also distant southerly views of Great Edstone and Broats Farm within the Vale of Pickering. Existing hedgerow and tree belt effectively screens buildings within Kirkbymoorside Primary School. There are partial views of residential properties by Kirkdale Road at Dunromin and Broad View. Westerly views include Snapes Wood which is prominently situated on a low ridgeline and viewed against the skyline.

#### PHOTO VIEWPOINT 2



2.29 Northerly views are open across agricultural fields towards Kirkbymoorside. Along Kirkdale Road (A170) low clipped hedgerows are set back behind grass verge and a roadside footpath. Medium scale arable field and smaller scale pasture fields lie adjacent to Kirkdale Road (A170). Pasture fields are also visible along a low ridgeline by Keld Head Farm. Field boundaries are typically defined by clipped hedgerows with few hedgerow trees. Increased tree cover occurs along the dismantled railway and along some of the field boundaries surrounding Kirkbymoorside. Snapes Wood is situated on low ridgeline and prominently viewed against the skyline. There are glimpsed views of bungalows by West Pasture Road and a detached property by Broad View located off Kirkdale Road (A170). There are also distant views of Great Edstone situated to the south on Edtsone Hill within the Vale of Pickering. Glimpsed views of pasture field within the site are partially screened by field hedgerows and trees.





## 2. Response to Context & Evaluation

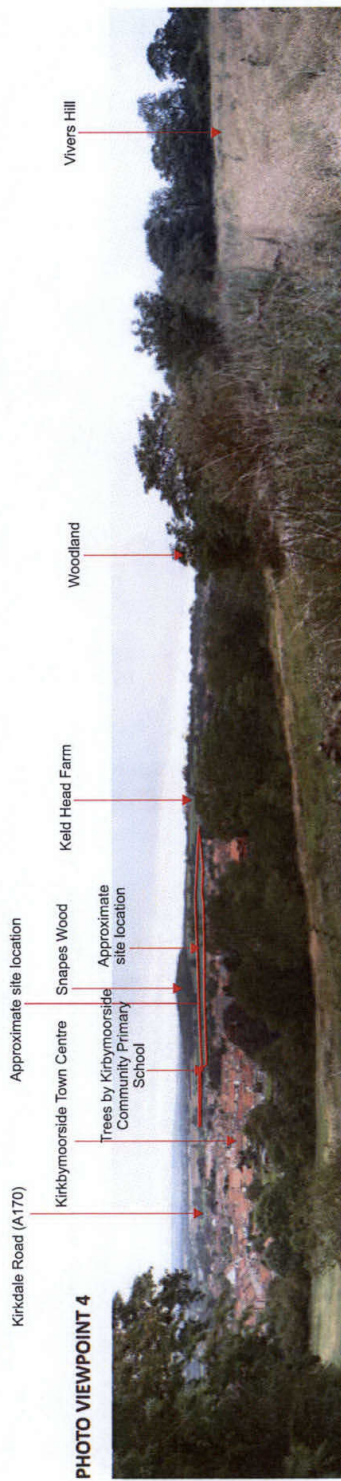
### VISUAL ANALYSIS

#### PHOTO VIEWPOINT 3



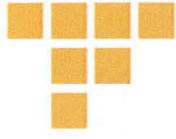
**2.30** The view is semi-enclosed and channelled along Kirkdale Road (A170) by hedgerow and trees set back behind grass verge and roadside footpath. Views into the site are generally restricted by roadside hedgerow. The vegetation partially screens detached properties (Broad View and Dunromin) by Kirkdale Road (A170). This view is available at a gap in the hedge by a field access into the site. Small scale pasture fields gently slope towards a low ridge by Keld Head Farm. Field boundaries are defined by low clipped hedgerows with few mature trees. Increased tree cover occurs at Snapes Wood which is prominently viewed against the skyline. There are also longer distance views along Kirkdale Road (A170) towards woodland on Vivers Hill. There are glimpsed views of bungalows by West pasture Road.

#### PHOTO VIEWPOINT 4



**2.31** There are open views across Kirkbymoorside and the wider Vale of Pickering from this elevated vantage point on Vivers Hill. Woodland and tree belt on Vivers Hill restrict views and screen buildings situated at the western edge of town. The roofscape of properties within the centre of town are predominantly pitched roofs under orange clay tiles. Low ridge line by Keld Head Farm is seen along the horizon to the north of Kirkbymoorside. Snapes Wood is a prominent feature seen against the skyline. Pasture fields situated below Keld Head Farm are defined by clipped hedgerows with few mature trees. Fields to the west of Kirkbymoorside, within the site are backdropped by Snapes Wood and low ridge line by Keld Head Farm.

## 2. Response to Context & Evaluation



### TOWNSCAPE CHARACTER

#### Character Area 1 - Historic Core (Kirkbymoorside Conservation Area)

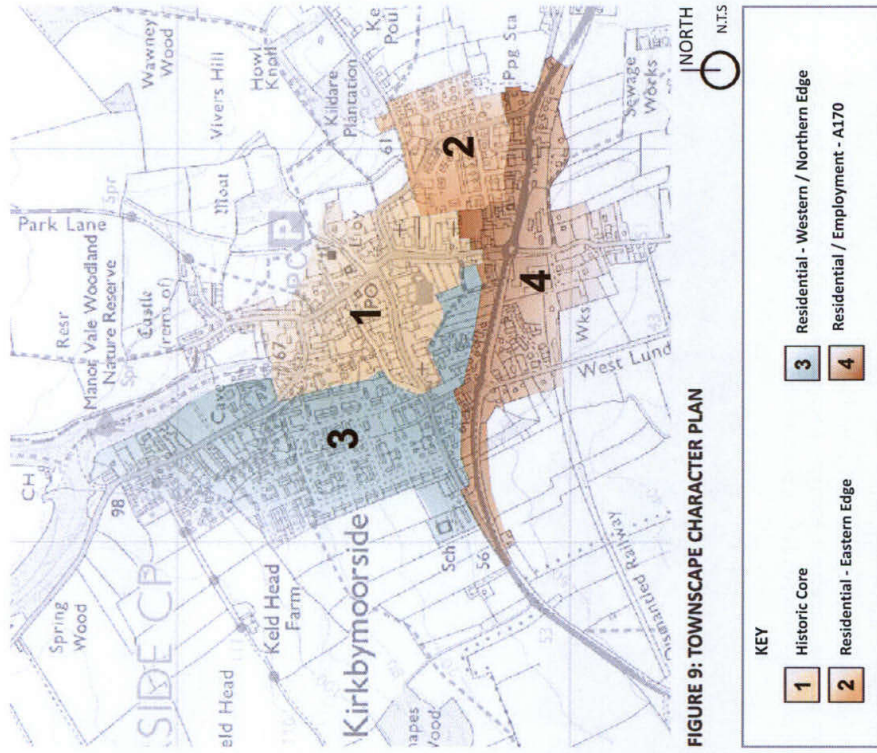
2.32 The historic core of Kirkbymoorside lies to the east of the site. There are many distinctive examples of local vernacular architecture within the area using a mix of building styles and materials with some properties dating back to the 13th Century.

2.33 The streets of Market Place and West End historically formed the basis of the market town providing primary trading routes through the town. Properties consist of private homes, small businesses and shops, and restaurants and ancient coaching inns. The buildings along Market Place have predominantly Georgian facades of varying roof and eave heights, these properties range from 2 to 4 storeys with occasional use of dormer windows. Building materials include the local Yorkshire stone and grey slate roofs, red brick and pantile roofs, and white and grey render and black slate roofs.

2.35 Buildings front directly onto the long wide street pattern with no set back, which is typical of historic market towns. The wide cobbled streets are lined with temporary market stalls held once a week, which also provide on street parking adjacent to the shop fronts. Occasional street tree planting is interspersed with the parking bays and wide pavements. There are channelled views along streets leading off Market Place, which have similar linked properties but are typically situated on a much narrower street pattern. Small pockets of more recent developments can be found amongst the narrow streets within the historic core of the town.

#### Character Areas 2 & 3 - Residential Edges

2.36 These character areas are located towards the northern, eastern and western edges of Kirkbymoorside. The town expanded greatly during the 20th Century with the majority of the expansion to the west of the historic core (Character Area 3). There has been much more limited growth within the eastern parts of the town due to the proximity of the nearby villages of Kirkby Mills and Keldholme.





## 2. Response to Context & Evaluation

**2.37** These 20th century housing estates with predominantly detached or semi-detached properties, in uniform architectural style and form are generally set back from the road with drives and front gardens. Building storey height ranges from 1 to 3 storeys with a large proportion of bungalows located along West Pasture adjacent to the eastern boundary of the site. Unlike the northern and eastern edges of the town, the properties along West Pasture, form an abrupt urban western edge to Kirkbymoorside.

**2.38** Building materials include red brick and imitation Yorkstone with occasional render, and have predominantly grey and red pantile roofs. Some more smaller recent developments have reflected the architectural style and form found in the historic core of the town by using linked properties with Georgian style facades.

**2.39** Garden boundaries generally consist ornamental planting, open grass lawns and clipped hedgerows with occasional use of stone walls. There is a lack of any formal or useable open space or play areas within this character areas however, these areas all border the surrounding countryside including the Manor Vale Woodland nature Reserve to the north of the town.

### **Character Area 4 - Residential / Employment: A170**

**2.40** Character Area 4 is characterised by the A170 Kirkdale Road / New Road flanked by small industrial / employment buildings and residential properties, which predominantly back onto the main road.

**2.41** The A170 forms part of the main road from Thirsk to Scarborough which originally bypassed the southern edge of Kirkbymoorside. However, small pockets of modern housing have been developed on the southern side of the main road off West Lund Lane and Ings Lane. A small industrial estate located on the junction to the A170 and Piercy End / Market Place dominates the primary access into the historic core of the town. The A170 also acts as a physical divide between the historical town centre and southern residential area of Kirkbymoorside.



Market Place: Georgian facades of varying heights, properties range from 2 to 4 storeys.



Narrower street pattern off Market Place have similar linked Georgian properties.



Smaller recent developments have reflected the style and form in the historic core of the town.



Bungalows located along West Pasture adjacent to the eastern boundary of the site



The properties along West Pasture, form an abrupt urban western edge to Kirkbymoorside.



The A170 acts as a physical divide between the town centre and southern residential area

## 2. Response to Context & Evaluation

### ACCESS AND MOVEMENT

2.42 The main site access is proposed from a new junction along Kirkdale Road to the south of the site. Kirkdale Road is the main route into the town and forms part of the A170 road from Thirsk to Scarborough. An Emergency access is proposed to connect with Westfields along the southern boundary of the site. This will also provide a pedestrian and cycle route into the site and direct access to adjacent primary school. An internal loop road system is proposed to provide access through the site.

2.43 In a wider context, Kirkbymoorside is well connected with the A170 and A19 providing good road links to both York and Middlesbrough. Kirkbymoorside's proximity to the A1M Motorway to the west also provides good road links to Leeds.

2.44 The site has good public transport provision, the number 128 bus route passing on Westfields and the Market Place. This provides a regular service every hour between Scarborough and Helmsley.

2.45 The housing area east of the site at West Pasture has no vehicular connections to the site. There is however an existing public right of way from the site to West Pasture. This pedestrian route would allow a more direct link to the town centre facilities to the east. This public right of way also provides a link through the site and to the wider area beyond including the North York Moors National Park to the north of Kirkbymoorside.



Proposed main access along the site's southern boundary from Kirkdale Road.



Existing public right of way from West Pastures to the site.



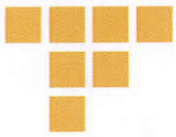
Existing public right of way crossing the site from east to west.



Potential for an emergency access and pedestrian and cycle link from the site through to Westfields.

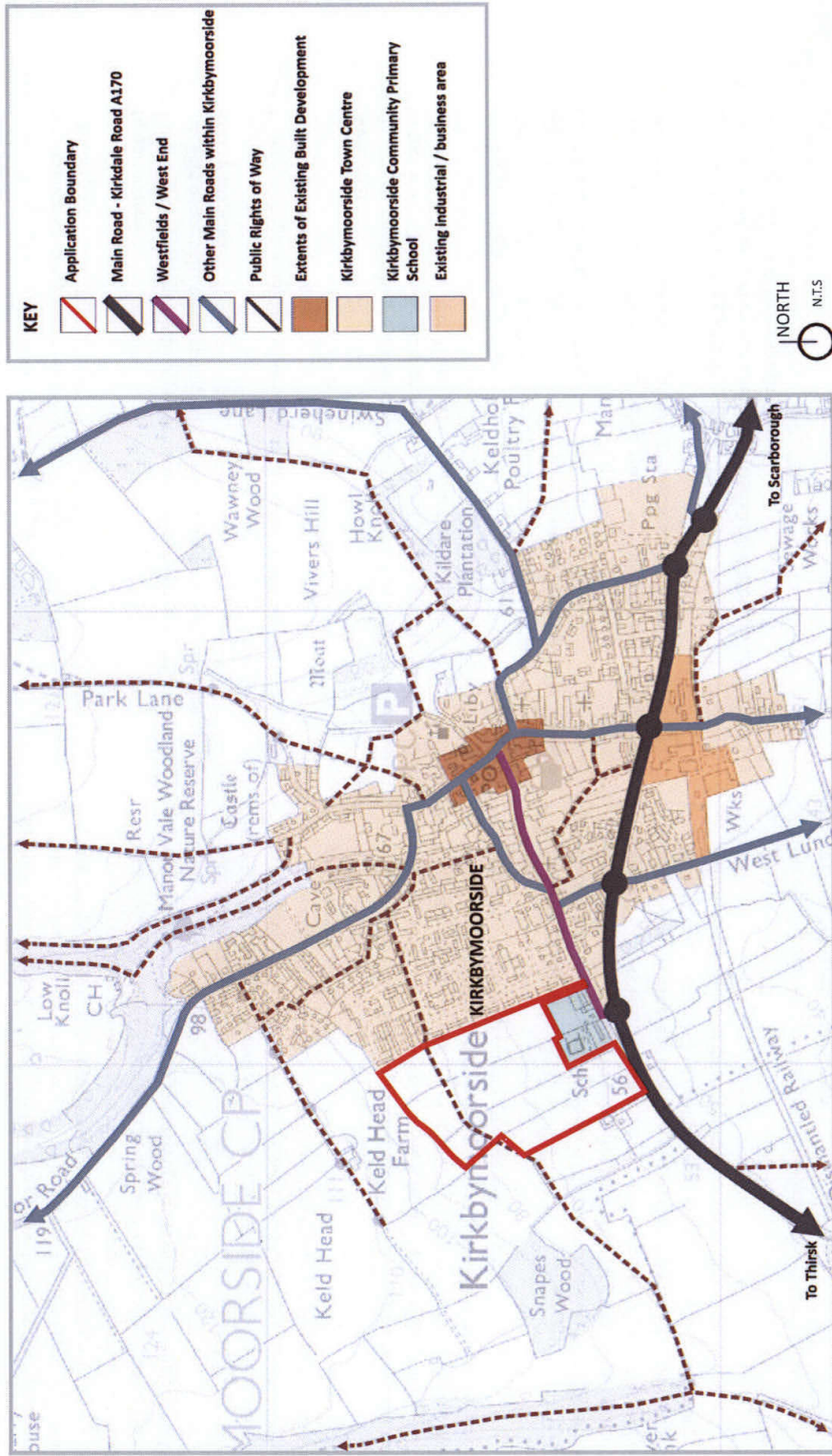






## 2. Response to Context & Evaluation

FIGURE 10: ACCESS AND MOVEMENT PLAN



## 2. Response to Context & Evaluation

### CONSTRAINTS AND OPPORTUNITIES

#### **Constraints**

2.46 The site has few constraints to the type of development proposed. The following section identifies the environmental and social issues that have helped to shape the evolving plan.

#### **Opportunities**

2.47 The site is located immediately adjacent existing residential areas and provides an excellent opportunity for an appropriate housing development which respects the existing character.

2.48 A number of opportunities are present within the site, which may be divided into the following categories:

#### Topography

2.49 The sloping topography of the site provides the opportunity for distinctive character in the design. The lower lying areas to the south near Kirkdale Road provides opportunities for Sustainable Drainage and new wetland habitats.

#### Existing Vegetation Opportunities

2.50 There are a number of tree specimens located along the boundaries of the site and within the hedgerows which have been identified as having some value. These would be retained within the development.

2.51 There is potential to create new public spaces within the site including green corridors that follow the lines of the existing hedgerows.

#### Social and Neighbourhood Opportunities

2.52 The creation of new public open spaces within the site would be available to new and present residents of Kirkbymoorside.

#### Views

2.53 There are some views into the site from properties along West Pastures and along the Kirkdale Road. Privacy could be provided by providing a variety of treatments to the rear of the properties along West Pastures, including new structural landscaping, or providing extended rear gardens to the new properties. Visual containment of the site from views along Kirkdale Road can be provided by reinforcing the existing vegetation along the western boundary of the site with a new woodland buffer.

#### Access Opportunities

2.54 Vehicular access is available directly off Kirkdale Road which could provide a second access point to the adjacent Primary School. The primary access to the site provides the opportunity to create a gateway frontage to the site and improve the sense of arrival to Kirkbymoorside.

2.55 The existing public right of way off West Pastures would be integrated within the development to retain the links to the surrounding countryside and would ensure integration of the site with the existing community of Kirkbymoorside. A further link would be introduced to the southeast corner of the site to provide an emergency / pedestrian access point linking to the site to Westfields.

#### Environmental Opportunities

2.56 There is potential for improved habitat within the site. Existing important habitats, including the hedgerows would be retained. Habitat areas will be linked to new wetland habitats created within the site and connected to a Sustainable Drainage System which will manage rainwater run-off from the site and present opportunities for biodiversity and further habitat creation areas, as well as providing informal recreation opportunities for residents.

#### Services

2.57 The existing overhead cables to the southwest corner of the site would be re-routed to allow for the new development.







## 2. Response to Context & Evaluation

FIGURE 11: CONSTRAINTS & OPPORTUNITIES PLAN



## 2. Response to Context & Evaluation

### EVALUATION

2.58 The following objectives have been developed following the evaluation of baseline data of the site context, constraints and opportunities and consultation responses.

1. Establish a more varied and softer urban edge to the town, characteristic of the North Yorkshire Moors and Cleveland Hills and the Vale of Pickering.
2. To promote the highest quality sustainable design, creating a 'place' which is both safe and attractive and which enhances quality of life, embracing a 'Homes for the future' design philosophy;
3. To make the most effective and efficient use of land. Built development should have a varied edge responding to the morphology of the existing settlement and topography of the site. Part of the site will be used to accommodate woodland, meadow and wetland habitats which will also form part of the sustainable drainage system for the development.

4. To provide a choice of housing size and tenure in order to help create a mixed community, including provision of affordable housing. Affordable housing is not to be grouped or pushed to the site boundaries but appropriately located in close proximity to local facilities.
5. To enhance the site's existing environmental assets, creating a new Green Infrastructure, which respects the landscape and promotes bio-diversity.
6. To create an enduring high quality built form, public realm and landscape that sensitively respond to its setting by using best practice contemporary design that is rooted in local character whilst avoiding a clumsy pastiche of architectural styles etc.



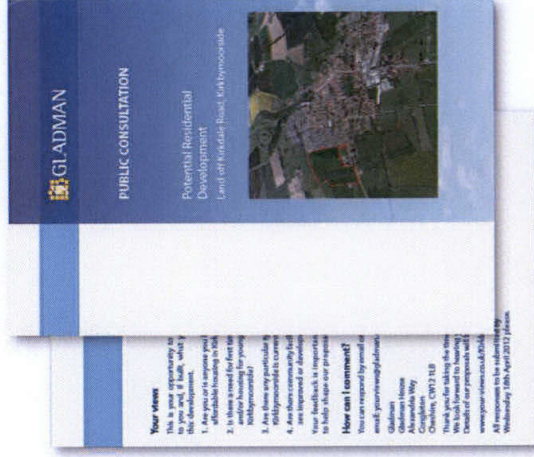
## 2. Response to Context & Evaluation

2.59 The principles of urban design include;

- Buildings that actively 'front' onto streets and open spaces to create an active street;**
- Open space interacting with built form;**
- A block layout and an interconnecting street pattern;**
- Building mass enclosing space and streets ;**
- Well proportioned buildings;**
- A commonality of materials and colours;**
- The common design treatment of private frontages;**
- Adequate car parking provision is provided in line with local guidance and in particular ensure that sufficient parking provision is made;**
- Adopt Home Zone design principles within development blocks, ensuring ease of access and the creation of attractive and peaceful living environments, whilst maintaining public safety; and**

### CONSULTATION

2.60 The evolving scheme has been subject to a range of consultation, which has helped to shape the developing plan. A public exhibition was held Kirkbymoorside during April 2012. The exhibition included details on the site, the development process and a draft illustrative masterplan.



PUBLIC CONSULTATION LEAFLET FOR KIRKDALE ROAD, KIRKBYMOORSIDE  
APRIL 2012



## 3. Design: The Scheme

### THE FRAMEWORK

#### Quantum of Development and Mix of Uses

3.1 The Outline Planning Application covers a total area of 11.71 hectares. In summary the amount of development proposed within the development is as follows:

#### Residential Development (6.82 Ha)

3.2 The development provides a total of 6.82 hectares for residential development, providing up to 210 dwellings with a mix of dwelling types from 2 to 5 bedroom units. There will be a broad range of block densities from 20-35 dwellings per hectare (dph). The development will provide for a broad mix of dwellings and house types, offering a mix of market housing from first time homes to larger family homes. The housing mix will include affordable housing, which will be accommodated in small clusters and evenly distributed around the development.

#### C2 Apartment Scheme (0.45 Ha)

3.3 The built development will also provide 0.45 hectares for a residential care facility to the north of the Kirkbymoorside Community Primary School. The area will include off street parking and communal gardens.

#### Green Infrastructure (4.44 Ha)

3.4 The Green infrastructure includes a robust framework of structural planting, the provision of accessible public open space and the design of incidental spaces. The Green Infrastructure is sub divided into the following categories:

**Structural Landscaping:** Includes reinforcing the existing vegetation along the northern, southern and western boundaries of the site with new broadleaved tree and hedgerow planting.

**Public Open Space:** Includes area of amenity and meadow grassland areas to provide areas for recreational activities and to enhance biodiversity through habitat creation.

**Green Corridors:** These corridors will combine with the public open spaces to create a robust Green Infrastructure which builds upon the site's existing natural assets and offers enhancements in terms of biodiversity enhancement and public amenity.

**Balancing Pond:** A Sustainable Urban Drainage System (SUDS) to collect surface water run-off from the site and to enhance biodiversity.

**Equipped Children's Play Space:** An equipped children's play areas will be provided, offering toddler, child and teenage play provision. The space will be set centrally within an area of green space to ensure that all parts of the site are within easy walking distance.

#### AREA SUMMARY

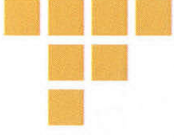
Total Site Area = 11.71 Ha

Proposed Residential Development = 6.82 Ha (Up to 210 Dwellings)

Proposed C2 Apartment Scheme = 0.45 Ha

Proposed Green Infrastructure = 4.44 Ha





### 3. Design: The Scheme

FIGURE 12: DEVELOPMENT FRAMEWORK



# 3. Design: The Scheme

## THE VISION

3.5 The Vision is to create a sustainable residential development that will bring a wide range of benefits for both existing and new residents of Kirkbymoorside, including:

- Up to 210 new dwellings including affordable units
- Open space and recreational areas
- Highway improvements
- Wildlife and ecological enhancements

3.6 The design principles for the layout and built form will be to adopt best practice and contemporary design solutions. These solutions will, however be based on local character. The approach will adopt, for example, the commonality of local materials and colour, block patterns, street trees, and narrow and wide plan building forms. The emphasis for the design approach is simplicity and legibility, with well proportioned buildings and spaces which deliver attractive high quality designs. To deliver a high quality "place" which is sustainable, safe and attractive; Additional design principles include to:

- Deliver a mix of housing, offering 2-5 bedroom properties, comprising a range of house types, from terrace / linked mews cottages to detached properties;
- Provide a high quality built and landscape design that incorporates Best Practice principles. Using as reference the core design texts of "Manual for Streets", "Safer Places", and "By Design";
- Establish a legible environment with a choice of interconnecting attractive streets and pedestrian routes which provide excellent connectivity across the site and into the existing context;

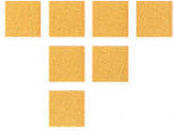
- Adopt inclusive design by making the place accessible for all;
- Promote sustainability and reduce energy consumption; and
- Establish a landscape and public open space resource with the development, which provides amenity, recreational, biodiversity and sustainability benefits.

## THE ILLUSTRATIVE MASTERPLAN

3.7 The design for the masterplan has evolved through an iterative process, informed by site surveys, consultation, desk-based research and assessment of local and national planning guidance.

3.8 The purpose of the illustrative masterplan is to demonstrate how the new development on land north of Kirkdale Road could be successfully integrated with the existing residential area of Kirkbymoorside. The proposal shows a layout structure for up to 210 new dwellings, C2 Apartment Scheme and details the development plots, green infrastructure, scale and access.





### 3.Design: The Scheme

FIGURE 13: ILLUSTRATIVE MASTERPLAN



## 3. Design: The Scheme

### ACCESS AND LAYOUT

3.9 The layout of the site has been driven by a number of existing factors:

1. Working with the existing topography.
2. Dense tree and hedgerow planting along field boundaries.
3. Linkages to Kirkdale Road and Westfields.
4. Retention of public right of way off West Pasture.
5. The relationship with the adjacent countryside.
6. The relationship with the existing properties on West Pasture and Kirkbymoorside Community Primary School.

3.10 The main access to the site will be from a new junction on the Kirkdale Road (A170). This will provide a safe principal route into the site. A simple main street layout will permeate through the centre of the scheme. Along its route lie a number of incidental squares which highlight junctions leading to secondary lanes, semi-private mews and shared driveways. The main street would in parts form a vista along the existing hedgerows towards the existing large mature trees within the site. Incorporating these existing hedgerows would allow for a wider Main Street design which is typically of Kirkbymoorside's High Street.

3.11 To maintain good legibility and visibility whilst adding varied interest to the street scene, a choice of secondary lanes would be provided. These will allow for great ease of vehicular and pedestrian movement by reducing the occurrence of 'dead-ends'.

3.12 The existing public right of way off West Pastures leading to Snapes Wood would be retained and incorporated into the layout of the scheme. A new pedestrian and cycle link would be established through the site from the emergency access off Westfields to provide links into Kirkbymoorside Town Centre to the east, allowing access for the new residents to the local centre amenities.

### Street Layout

3.13 The hierarchy of streets have been designed to meet the following criteria:

- Reflect local development forms within the building layout.
- Establish a legible circulation pattern.
- Encourage the control of vehicle speeds and movement by urban design, by restricting forward visibility, by creating narrow street widths and frequent connections to other roads, and by changes in direction and tight junction radii.
- Carefully detailed design including the use of overun areas to successfully accommodate large refuse vehicles and emergency and service vehicles.
- Enable connectivity with existing residential properties along Kirkdale Road and WestFields.
- Allow connections to pathways within the green infrastructure.
- Following a progression of street and carriageway widths, plot sizes and building types and relationships to the street.

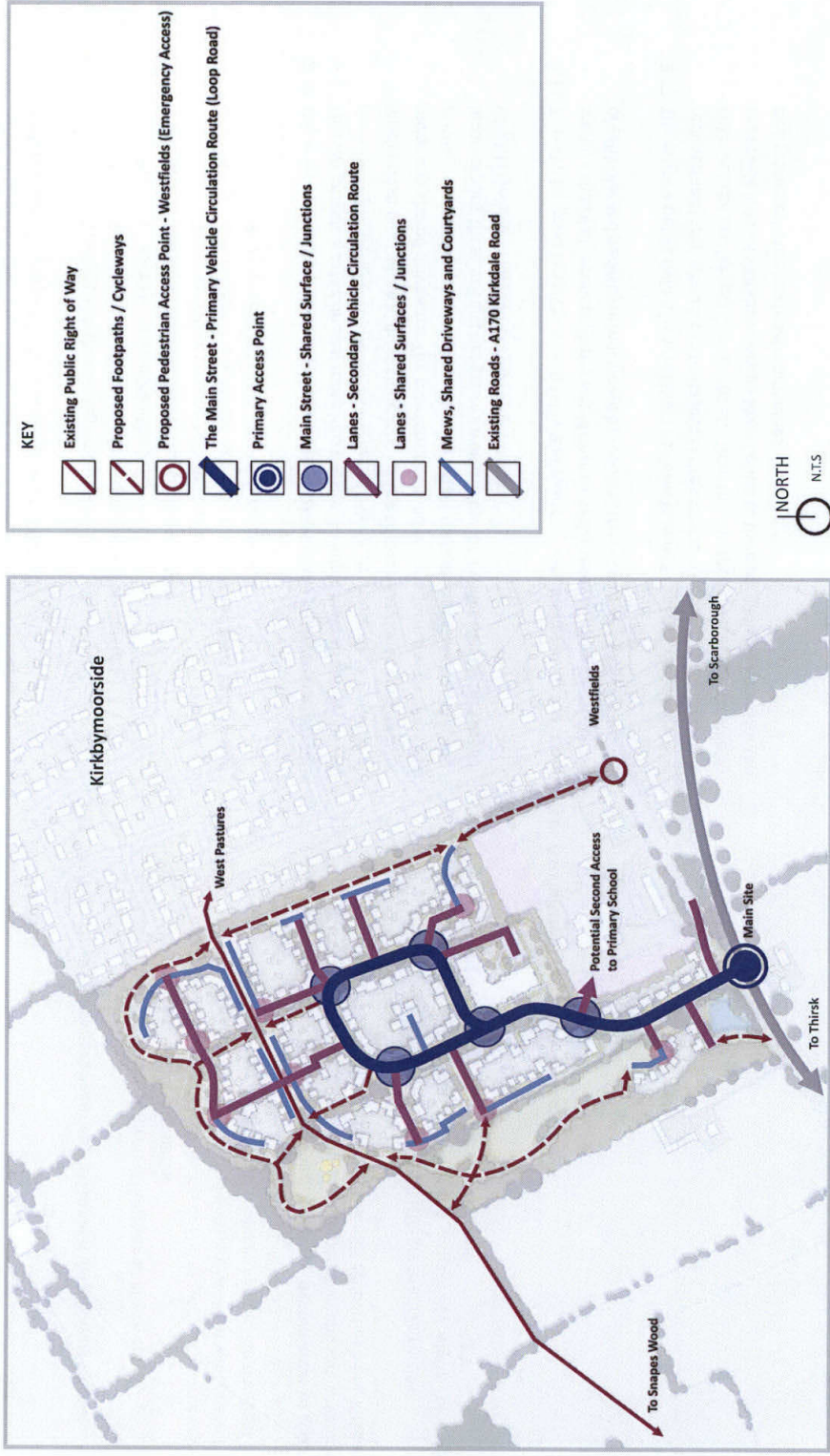
3.14 A summary of street provision is as follows:





### 3. Design: The Scheme

FIGURE 14: ACCESS & CIRCULATION PLAN



## 3. Design: The Scheme



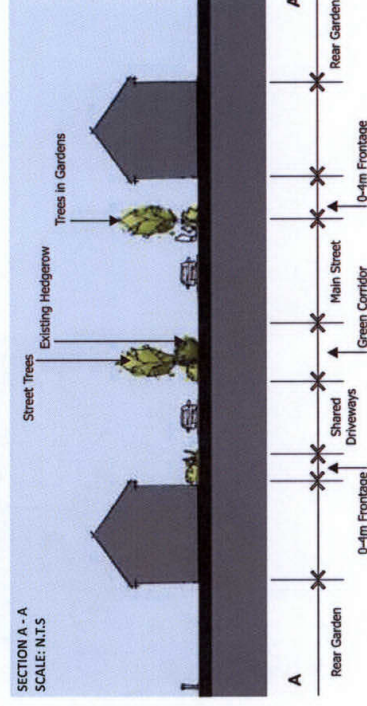
### THE MAIN STREET

**3.15** This is the primary route through the site, which links all the residential areas. The Main Street will have the widest street frontage and will accommodate a higher proportion of internal landmark buildings located around shared surfaces and junctions which will create focal spaces within the development. The wide street frontage will allow for the retention of the existing hedgerows and the large mature trees. New street tree planting will be located along the Main Street to complement the existing planting.

**3.16** Parking will generally be provided to the side or rear of the housing plots, with some on-street parking at the front of dwellings. This would be located in bays interspersed with tree planting, to provide active traffic calming measures. Buildings will be designed to either wrap around corners, be offset from the kerb line to create a deflected junction, or to frame a connecting street.



FIGURE 15: DETAIL LOCATION - THE MAIN STREET



Typical Image: Parking will be provided to the side or rear of the housing plots, with some on-street parking at the front of dwellings.



Typical Image: Higher proportion of landmark buildings overlooking the focal spaces.





### 3.Design: The Scheme



FIGURE 16: CAMEO 1 - THE MAIN STREET

### 3. Design: The Scheme

#### THE SECONDARY LANES / MEWS & SHARED DRIVEWAYS

- 3.17 These are secondary routes leading from the Main Street and are accessed via tabled and shared surface areas. The street width will be restricted as much as possible to maintain a sense of enclosure and to reduce vehicle speeds. Well-defined boundary treatments will help to distinguish between private and public space.
- 3.18 Pavements and some shared surfaces to provide a pedestrian friendly environment and reduce traffic speeds. Larger landscape areas at key spaces and junctions to include some new street trees, ornamental shrub planting and grass verges. Car parking will be mainly situated on driveways to the side or rear of the dwellings. Dwellings fronting onto the lanes to provide informal surveillance of the street, by positioning some houses in neighbourly clusters around shared driveways.

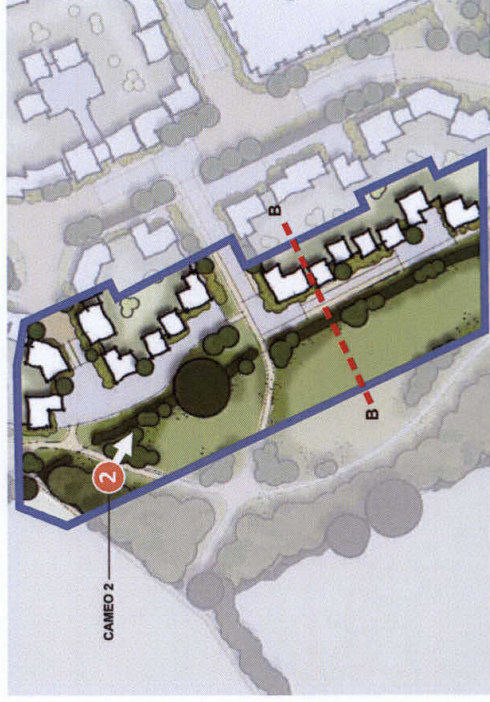
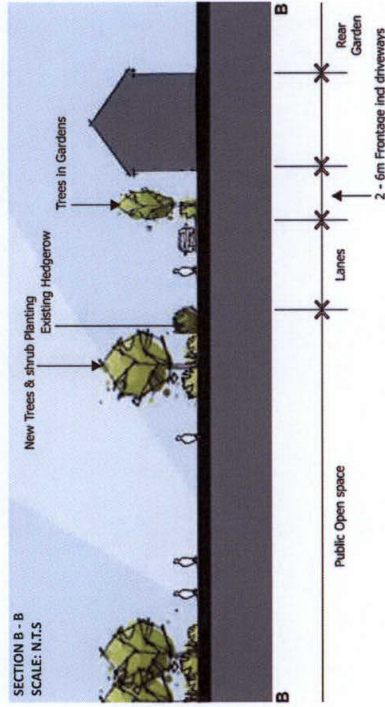


FIGURE 17: DETAIL LOCATION - THE LANES / SHARED DRIVEWAYS

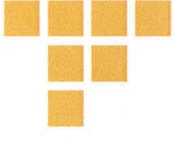


Typical Image: Clusters of buildings around a shared driveways containing a greater proportion of two storey detached houses



Typical Image: Entrances to driveways may be through the building line, achieved by the use of simple narrow private entrances.





### 3.Design: The Scheme

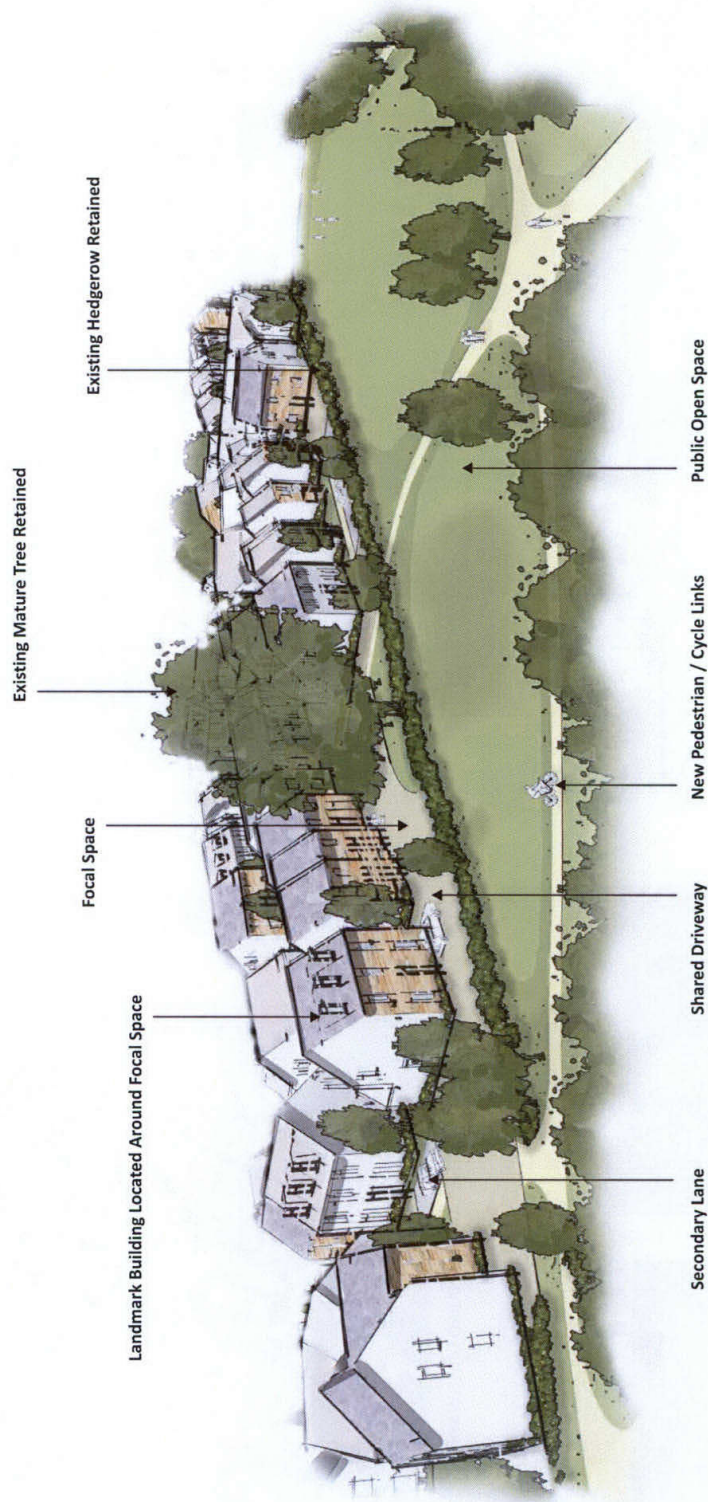
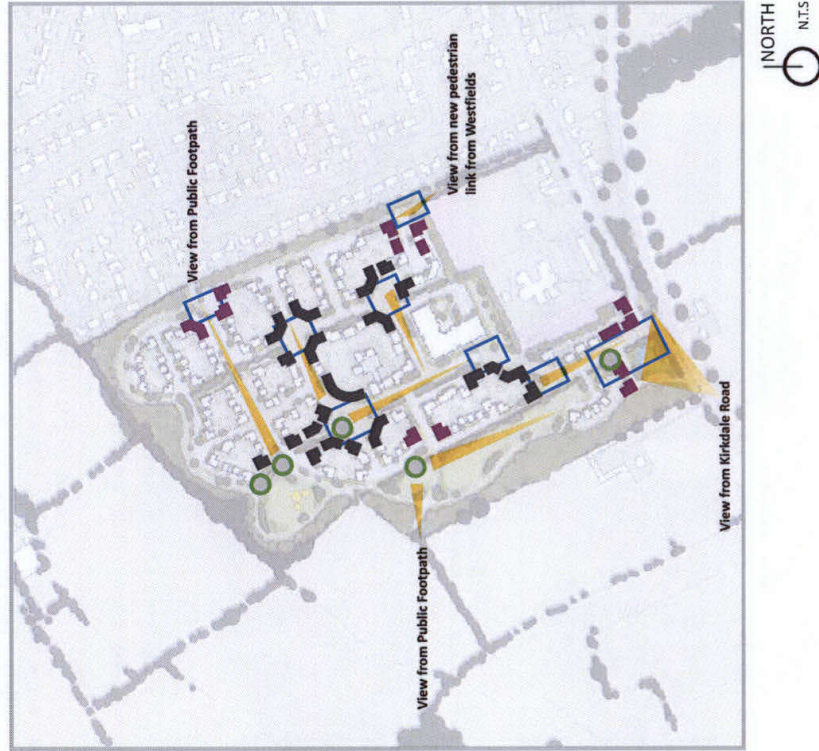


FIGURE 18: CAMEO 2 - THE LANES / SHARED DRIVEWAYS

# 3.Design: The Scheme

FIGURE 19: ARRIVAL POINTS AND FOCAL SPACES



**KEY**

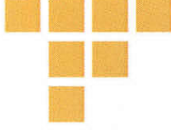
-  Internal Landmarks / Focal Buildings
-  Entrance Features / Gateway Buildings
-  Focal Spaces / Arrival Points
-  Key Landscape Features - Existing Mature Trees
-  Key views through the site

## ARRIVAL POINTS AND FOCAL SPACES

- 3.19** These are spaces designed to compliment the 'Street' aspirations, by providing openings, squares and shared surfaces to provide focal spaces, meeting points and to generally aid legibility through the site.
- 3.20** The main arrival points for vehicular and pedestrian traffic will be located along the southern boundary of the site off Kirkdale Road. This areas will help indicate the access point into the site and improve the gateway into Kirkbymoorside.
- 3.21** The focal spaces will be located near to key landscape features and along the primary route through the site, providing access to the secondary lanes. These areas will accommodate a higher proportion of internal landmark buildings, which will be designed to either wrap around corners or be offset from the kerb line.
- 3.22** The buildings used within these areas may be of particularly special quality, and may have a double aspect, have a slight increase in height and use gable ends to create contrast.



# 3.Design: The Scheme



## DENSITY

3.23 Typically the housing density determines part of the character of the streets, the design of the development blocks and the types of houses. Providing up to 210 dwellings at an average net density across the site equates to 31 dph.

3.24 The layout will be designed with a variety of individual block densities. This will range from the larger detached 4-5 bed houses with deeper rear gardens, to the linked smaller starter homes. As with most traditional settlements this variety of density will lead to a variety of house types. It is expected that the densities will vary across the site, with the higher densities being achieved in the core of the layout, and the lower density development being appropriate at the development edge, both to the west and north overlooking the public open space, and to the east adjacent to the properties along West Pastures. This would enable a successful transition to the wider urban area.

## HOUSING PLOT ARRANGEMENTS

3.25 Individual plots would be arranged so that land and buildings are used efficiently. Houses would generally be located towards the front of the plot near the street edge, to maximise rear garden space. Some of the lower density areas would include longer frontages to allow space for additional planting. Variations to plot arrangements will be adopted to add character. This will include consideration of the following:

- The general depth and setback from the carriageway
- The plan form of the building (wide or narrow)
- The orientation to the street (occasional gables)
- The position of garages or bays
- Dwelling type (linked detached etc)
- Consideration of general mass, scale and height.

3.26 Unless designed with no frontage, all properties should have a defined boundary treatment. This could be railings, a wall, or hedgerow planting with a low fence. Open plan arrangements would not be appropriate.

3.27 During the detailed design phase, the layout would ensure a secure environment, privacy for residents, sensitive scale and mass in relation to neighbours.



Typical Image: Houses would generally be located towards the front of the plot near the street edge, to maximise rear garden space.



Typical Image: Some of the lower density areas would include longer frontages to allow space for additional planting.



Typical Image: Properties should have a defined boundary treatment. This could be railings, a wall, or hedgerow planting with a low fence.



Typical Image: Soft landscape to be used along boundary walls.

## 3. Design: The Scheme

### PARKING

3.28 Parking will be provided close to the properties. This will:

- Avoid parked vehicles dominating the street scene
- Consider highway safety within residential areas
- Maximise natural surveillance and security
- Allow access to parking spaces and mobility for all users

#### On Plot Parking

3.29 Parking will be provided adjacent to housing where possible, with provision in accordance with current standards. Spaces are provided behind the main building line where possible to allow for motorists to safely pull-in from the carriageway. Shared private drives leading to shared garaging could also be used.



FIGURE 20: ON PLOT PARKING

#### On Street Parking

3.30 On-street parking could be provided in particular locations to positively assist in traffic calming. Residents should be able to readily access and view their vehicles. Landscape treatment in a wide footway will be considered to help define parking areas and to soften the view of parked vehicles, without obscuring them.



FIGURE 21: ON STREET PARKING

#### Cycle Parking

3.31 Secure cycle parking will be provided for each dwelling whether on plot or in appropriate stores.



## 3.Design: The Scheme

### SCALE AND STRUCTURE

3.32 The scale of housing units should reflect the existing scale of units within Kirkbymoorside. Taller buildings of 2 storeys will be concentrated along the Main Street especially around the focal spaces highlighting the principal route.

3.33 Building height should decrease to 1 ¼ to 2 storeys towards the edges of the development and towards the existing houses to the east to provide an effective transition against the existing built form. Buildings will be designed to have a variation in their ground to eaves and ridge heights to create a varied roofline across the site and adding to the visual interest of the development.

3.34 Block form will adopt strong public frontages with secure, private rear gardens. Blocks will be planned to follow a sinuous arrangement throughout the site, providing opportunity for variation in appearance and new dwellings will be designed to overlook the different areas of public open space as much as possible. The streets will be arranged to develop a varied sequence of connecting views which lead the eye from one feature to another.

3.35 Buildings with particularly strong architectural details and form will be carefully positioned throughout the development to help frame views along a street or to create a point of focus, which will allow users to orientate themselves within the development.

3.36 For housing, the principle is that both wide and narrow plan forms will be used. This reflects local character and best practice approaches.

3.37 Wide plan dwellings are defined as having a wide frontage onto the street with a shallow depth. These will be between 7-15 metres in length with a building width (depth) of around 6-10m. The use of wide plan dwellings will allow for a greater opportunity of variation in building street character, and will usually form part of lower density groupings.

3.38 Narrow plan dwellings are defined as having a narrow frontage onto streets. They will have a frontage which is between 4-6 metres in length, with a deeper building depth of around 11-15m. Narrow plan dwellings will establish a run of linked dwellings, and normally allow for a formal street character and a higher density arrangement with taller buildings.

3.39 Flexibility of plan forms is required across the development to ensure that the site can accommodate the number of dwellings at an appropriate density, and provide a range of house types. As such, narrow plan forms will be used typically in higher density areas, (**The Main Street**), and wide plan forms typically in lower density groupings (**The Secondary Lanes / Mews / Shared Driveways / Courtyards**).

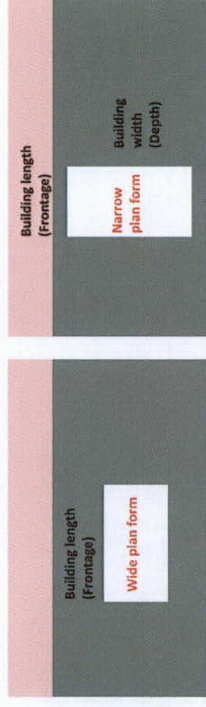


FIGURE 22: NARROW AND WIDE PLAN FORM

## 3. Design: The Scheme

### MATRIX: BUILDING FORM - INDICATION OF SIZE

Component	Length (Frontage)		Width (Depth)		Height	
	Lower Limits /	Upper Limits	Lower Limits /	Upper Limits	Lower Limits	Upper Limits
Dwelling (wide plan form)	7m	15m	6m	10m	1 ½ storey. 6m (maximum)	2 storeys. 9m (maximum)
Dwelling (Narrow plan form)	4m	6m	11m	15m	1 ½ storey. 6m (maximum)	2 storeys. 9m (maximum)
Component	Length (Frontage) Lower Limits & Upper Limits		Width (Depth) Lower Limits & Upper Limits		Height	
C2 Apartment Scheme	1750m	2gfgs	55m to 60m	20m to 25m	Equivalent to 3 storey. 12m (maximum)	

3.40 Houses will be designed up to a height which is equivalent to 2 storeys. This will be a maximum building height from ground to ridge of 9 metres.

3.41 Dwellings will range from 1 ½ to 2 storeys in height. Along the **Main Street** there will be a higher ratio of 2 storey dwellings and this along with the use of large avenue trees will provide good definition of the street.

3.42 Lower density arrangements such as **The Secondary Lanes** or near the edges of the development should be a mix of 1 ½ to 2 storey dwellings.

3.43 The arrangement of buildings within a plot and subtle changes in height along the street will all add character and charm.

3.44 During the detailed design, due regard will be given to the impact of height and the overall mass of buildings on neighbouring plots. i.e. the potential shading of neighbouring properties and rear gardens by taller buildings.

3.45 It is important that all buildings have a sense of scale and proportion, both in their overall mass and their elevation, e.g. the positioning of window and doors, and how they enclose space. The careful composition of buildings will create attractive streets.



## 3. Design: The Scheme

### APPEARANCE OF DEVELOPMENT

3.46 The growth of Kirkbymoorside like many other settlements is quite varied in terms of its form and building style, however, there are some traditional design clues in terms of plan form and materials. Kirkbymoorside has mainly developed over the past century and provides a useful reference in terms of building forms, block layout and materials. There are a number of recent renovation and new build examples in the local area that demonstrate how local character has been successfully used.

3.47 Whilst the development does not advocate pastiche or historic solutions, it is important that the new development has some connection with local character and placemaking. This will be achieved through an analysis of street character, built form, and materials. One of the most obvious ways of achieving a response will be by using the commonality of building materials, the use of colour and boundary details.

### The Design Appearance - The Principles

3.48 The following design themes will be adopted for all built development;

- To mirror the largely regular blocks and street patterns of Kirkbymoorside including avenues and shared spaces.
- The use of both wider and narrow 2 storey buildings along the Main Street to create a varied frontage;
- Well designed buildings that have a sense of proportion, rhythm and scale. Not only through their built mass, but also through the composition of windows and doors.
- The use of brick, stone and other local materials following the contrast and subtle hues found within the local area,
- Some use of render, particularly white, and the careful combination of both brick, stone and render to create texture and contrast;
- Contrasting plain roof tiles with subtle hues of red and grey;
- The use of some low boundary walling in brick or stone and some simple

vertical railings, and the use of native formal hedging for dwellings;

- Simple window and door casements, with some windows in gable ends. The use of occasional simple dormers within eaves, and the use of some single and double bay fronted dwellings;

- Panel door types with simple hoods, with a small palette of colours;
- The use of street trees within the development.

3.49 The design appearance will, however, allow for the flexibility of more modern solutions and the use, for example, of more sustainable or contemporary materials. However, contemporary high quality designs and interpretations will relate to local character, through the mirroring of the block and street structure, building form, materials and colours.



### 3.Design: The Scheme

FIGURE 23: TYPICAL IMAGES - APPEARANCE OF DEVELOPMENT





## 3. Design: The Scheme

### SUSTAINABILITY

- 3.50 Sustainable construction methods and energy efficiency will be incorporated in the detailed design stage. This will promote a high standard of build and construction for the development.
- 3.51 The development proposals will follow the aspirations as set out within "Code For Sustainable Homes (2006)" in order to provide a high quality environment. The nine design elements of; energy, water, materials, surface water run off and waste, pollution, health and well being; and ecology will be thoroughly evaluated through the detailed design.
- 3.52 Best practice sustainability will be embraced, which will fully explore issues such as sustainable drainage techniques, and buildings that are resource and energy efficient.
- 3.53 It is expected that the design will explore the following in order to achieve the required Code Level and to promote the reduction in carbon emissions;

Flexible building and house design, allowing for the expansion of living areas and storage needs, and where practicable making better use of roof spaces.

Ensuring that buildings can be easily adapted to suit different occupiers needs, through the use of non structural internal walling and easily extended services;

The use of locally sourced or recycled construction, building materials and aggregates;

The preference for using environmentally friendly and more sustainable materials and products, such as recycled timber;

Off site prefabrication of building elements;

Efficient heating systems, which might include energy saving micro combined heat and power units;

The use of porous/concrete block permeable paving and surfaces for some streets, driveways and spaces;

Low flow showers, smaller baths and dual low flush toilets as part of controlled water demand and use;

Low carbon lighting, energy controls and management;

Double and triple glazing, and improved insulation;

Wherever possible using an optimum plot orientation for solar gain with south facing windows; and the use of solar thermal panels to collect solar energy to heat water and to reduce carbon emissions;

Conservation of natural resource such as the site's hedgerow and trees;

Ground level 'urban greening' with the use of street trees, parks, greenways, open space, private spaces and gardens;

The planting and setting out of grassland, native trees, shrub and hedgerow species that will encourage wildlife, and sustainable drainage;

Plots to provide suitable facilities and storage for recycling and waste, and rain water harvesting through the use of water butts;

Further explore the potential for greywater harvesting.

## 3. Design: The Scheme

### LANDSCAPING AND GREEN INFRASTRUCTURE

**3.54** A quality landscape is essential to provide structure and detail to the character of the development. Green infrastructure includes a robust framework of boundary planting around the site's perimeter, the provision of accessible public open space and green corridors, and the design of incidental spaces and streets.

**3.55** The site's existing boundary planting along the western and northern boundaries will be managed and enhanced to retain a robust development edge with Kirkbymoorside. **New shrub, hedgerow and hedgerow tree planting within the proposed parkland area to the west will help to reinforce the existing planting to provide an impermeable western boundary.**

**3.56** Tree planting will punctuate The Main Street and the focal spaces within the site and a semi-ornamental mix of planting will be used to create an attractive and formal character for the frontage landscape of the development. The existing large mature trees will be retained throughout the site and will be incorporated within focal spaces along the Main Street and the numerous green corridors. Throughout the site trees and semi-ornamental planting will be used to establish a visually appealing environment for each building plot, to soften parking areas and the overall building setting.

**3.57** The southern area of the site will include balancing ponds and habitat creation areas which will link into the proposed public parkland area within the site and the neighbouring fields. A play area will be provided within the parkland area.

**3.58** The site has been designed to make the most of the existing landscape features around the site, to minimise loss of habitat and green infrastructure whilst maximising opportunities for access. The existing planting around the site will be retained where possible and used to contain and screen the development parcel. Additional native planting will be introduced within the site to reinforce the existing green infrastructure and provide further opportunities for biodiversity.



**Reinforce western boundary vegetation with new landscape buffer**



**Retain large mature trees within green corridors to create focal spaces**



**Balancing Pond on low point of site (SUDs) - Wetland habitat areas.**



**Ornamental planting to the front of houses**

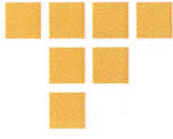


**Use of walls, railings and clipped hedgerows to define plot boundaries**



**Soft landscaping to be used along boundary walls**





# 3.Design: The Scheme

## LANDSCAPING AND GREEN INFRASTRUCTURE

3.59 The relationship with the existing topography and vegetation has been an important consideration. The proposed dwellings will be located to minimise the impact on the existing topography and to allow for the retention of the existing hedgerows and large mature trees with the site. The typical section C - C shows how the arrangement could work.

3.60 New landscape buffer planting along the northern and western boundaries of the site will reinforce the existing vegetation, provide additional habitat areas and contain the site both visually and physically. New landscaping will be introduced into the proposed parkland area along the northern and western parts of the site. The typical section D - D shows how the arrangement could work along the western boundary of the site.

FIGURE 24: SECTION C - C: EXISTING TOPOGRAPHY AND LANDSCAPE FEATURES

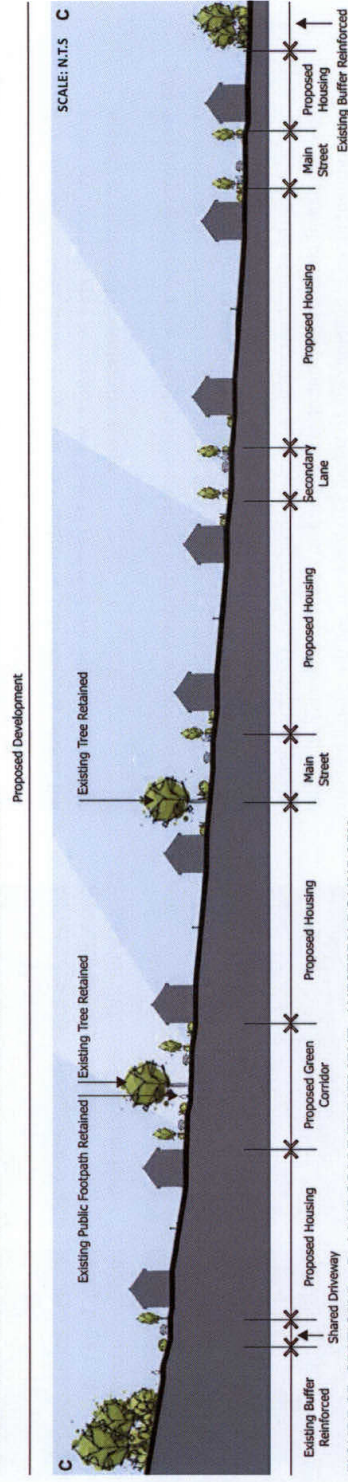
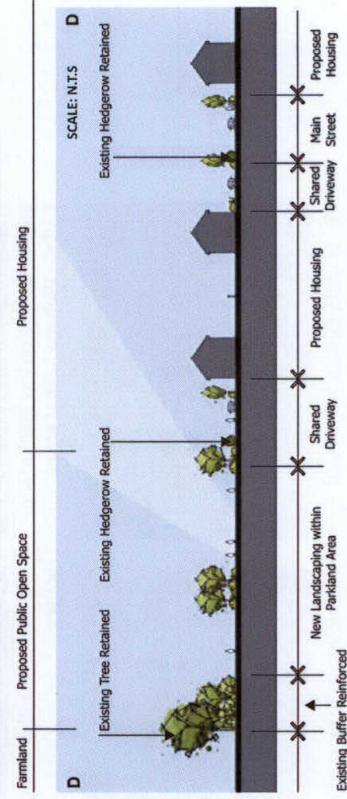


FIGURE 25: SECTION D - D: LANDSCAPE TREATMENT - WESTERN BOUNDARY





### 3.Design: The Scheme

#### LANDSCAPING AND GREEN INFRASTRUCTURE

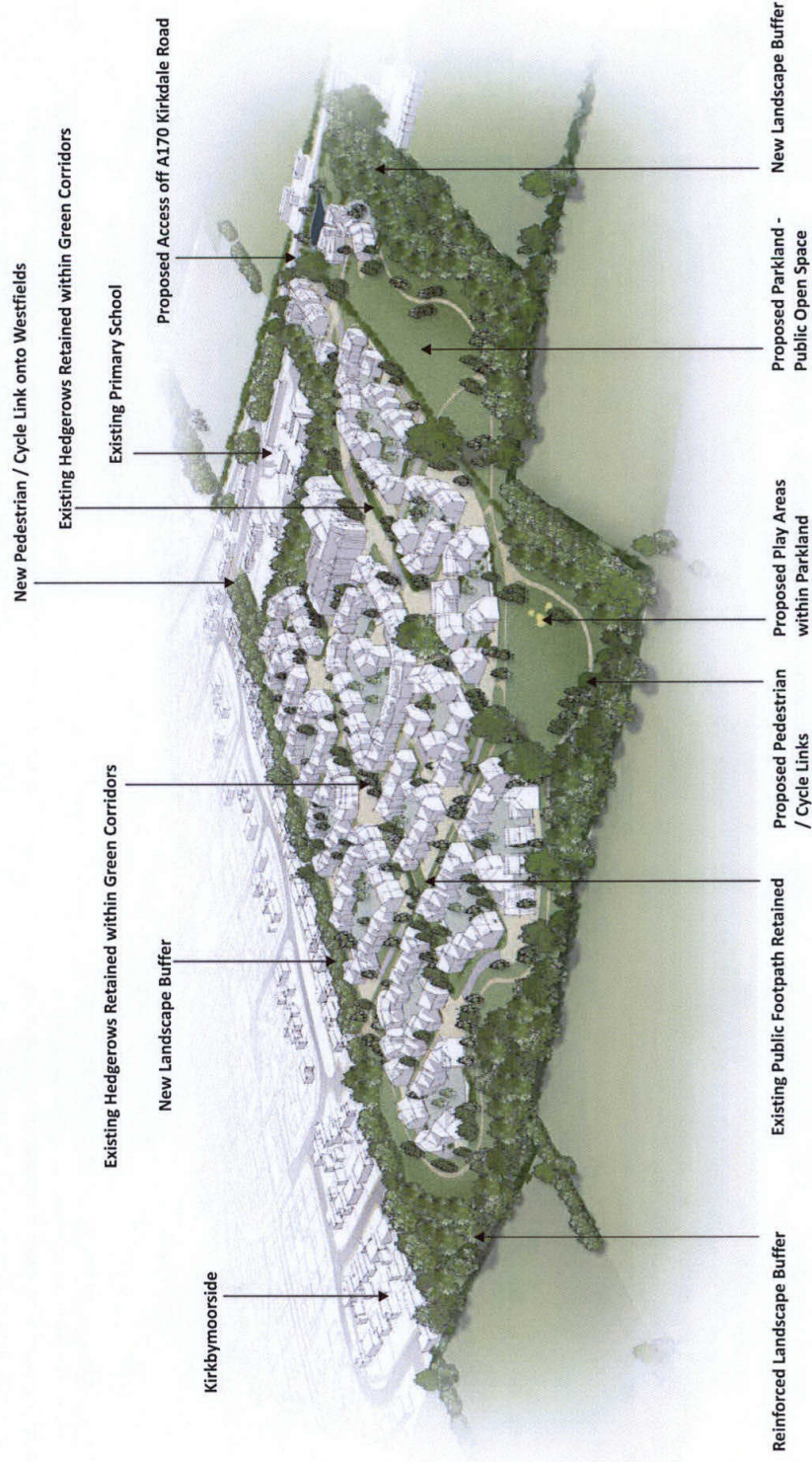


FIGURE 16: CAMEO 3 - GREEN INFRASTRUCTURE



# 4. Building for Life

## BUILDING FOR LIFE SUMMARY

The following section provides a summary of the evaluation against the 20 Building For Life Questions, and links to the evidence that supports the evaluation. If the standard is met for each question then a score of 1 will apply.

### ENVIRONMENT AND COMMUNITY

- 1) Does the development provide (or is it close to) community facilities, such as a school, parks, play areas, shops, pubs or cafes?

Evaluation: *The development will include a public open space and a play area. The development is also close to a range of local facilities including shops and pubs, and is adjacent to the primary school. All of these are within close walking distance. The scheme does not generate the need for built community facilities on site.*

Score: 1

- 2) Is there an accommodation mix that reflects the needs and aspirations of the local community?

Evaluation: *The accommodation mix would reflect the needs and aspirations of the local community. The design would include a range of dwelling sizes across the site, to provide a mixed community.*

Score: 1

- 3) Is there a tenure mix that reflects the needs of the local community?

Evaluation: *The tenure mix would reflect the local community, and would provide a balanced and robust mix of tenures. A proportion of the development would be affordable housing. This would be spread through the site in small groups with market housing to ensure a balanced community.*

Score: 1

- 4) Does the development have easy access to public transport?

Evaluation: *The development has easy access to public transport with close links to an existing bus route along Westfields Road. Clear and easy to use pedestrian routes would be available within the development to the bus stops.*

Score: 1

- 5) Does the development have any features that reduce its environmental impact?

Evaluation: *The development has features that reduce its environmental impact. The new homes would exceed the Building Regulations. The development would meet the code for Sustainable Homes, level 3. The scheme would also include sustainable drainage principles as the landscape strategy for the site would be based largely on native species, increasing the biodiversity value of the site.*

Score: 1

## 4. Building for Life



### CHARACTER

Score: 1

6) Is the design specific to the scheme?

Evaluation: *The masterplan has been developed in response to the local context, with linkages to the wider area and a layout that respects the features of the site. There would be variety in building form.*

Score: 1

7) Does the scheme exploit existing buildings, landscape or topography?

Evaluation: *The scheme does exploit the existing landscape and topography, there are no existing buildings on site. The design approach follows the retained trees and hedgerows, and sloping topography to reflect the nearby existing housing.*

Score: 1

8) Does the scheme feel like a place with distinctive character?

Evaluation: *The layout and green infrastructure for the scheme would respond to its context and provide a distinctive character. At a detailed level features would be included in the design, to develop local distinctiveness. This could include selected used of traditional materials, such as Yorkstone in key locations.*

9) Do the buildings and layout make it easy to find your way around?

Evaluation: *The layout for the scheme follows a simple approach with a Main Street (loop road) to allow residents and visitors to easily find their way around. The relationship with the green infrastructure would allow easy orientation.*

Score: 1

10) Are streets defined by a well-structured building layout?

Evaluation: *The scheme is based on a series of development 'blocks' interlocking with the landscape. The blocks are linked by a series of routes including the Main Street. There would be a clear definition of the private and public realm, and properties would overlook the public space.*

Score: 1



## 4. Building for Life



### STREETS, PARKING AND PEDESTRIANISATION

Score: 1

- 11) Does the building layout take priority over the streets and car parking, so that the highways do not dominate?

Evaluation: *The building layout has defined the street network, so that highways and car parking do not dominate. Where main pedestrian routes cross the streets levels would be raised to give pedestrians priority, and to assist in calming traffic.*

Score: 1

- 12) Is the car parking well integrated and situated to it supports the streetscene?

Evaluation: *Car parking would be integrated into the overall layout and design. There would be some limited on street parking, to provide traffic calming and visitor spaces, but the majority of parking would be within curtilage, to the side of dwellings.*

Score: 1

- 13) Are the streets pedestrian, cycle and vehicle friendly?

Evaluation: *The streets would be designed for a variety of users, and would integrate with their surrounding context. There is a clear hierarchy of streets, from the Main Street, which would allow on road cycling and adjacent pedestrian footways, through to shared surfaces in the mews and shared driveways.*

- 14) Does the scheme integrate with existing streets, paths and surrounding development?

Evaluation: *The pedestrian / cycle link to Westfields Road and the existing public right of way to West Pastures would provide access to the surrounding development.*

Score: 1

- 15) Are public spaces and pedestrian routes overlooked and do they feel safe?

Evaluation: *The streets and the public spaces would all be overlooked by adjacent dwellings, allowing informal surveillance and safe routes.*

Score: 1

## 4. Building for Life



### DESIGN AND CONSTRUCTION

16) Is public space well designed and does it have suitable management arrangements in place?

Score: 1

Evaluation: *The open spaces provide an essential part of the masterplan. They are shaped by the built development. The spaces are all overlooked by adjacent dwellings, and a variety of spaces with different characters will be developed. All the public spaces would be adopted by either Ryedale District Council, Kirkbymoorside Parish Council or a formal Management Company to ensure high quality management and maintenance.*

Score: 1

17) Does the buildings exhibit architectural quality?

Evaluation: *Architectural quality would arise though the overall layout, and through the detailing of individual buildings. At this stage individual building designs have not been detailed, but illustrations have been included to demonstrate the level of quality to be achieved.*

Score: 1

18) Do internal spaces and layout allow for adaption, conversion or extension?

Evaluation: *The development will include units which can be adapted and extended to varying degrees to accommodate changes in lifestyle or*

*circumstances.*

19) Has the scheme made use of advances in construction or technology that enhance its performance, quality and attractiveness?

Evaluation: *At this stage development of technology is not known.*

Score: 1

20) Do buildings or spaces outperform statutory minima, such as building regulations?

Evaluation: *The development will meet code level 3, from the code for sustainable homes.*

Score: 1