



# LAND OFF HIGH STREET, SHERBURN

DESIGN & ACCESS STATEMENT  
FEBRUARY 2019

**VISION** 03

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***“To create a place where people can live, work and play in a safe, bustling and above all happy community”***

The vision for the site is to create a scheme that will provide the following:-

- A distinctive range of family houses to make the scheme a special place to live.
- A range of sizes and features within a consistent architectural style that compliments the local vernacular.
- A coherent design with landscape finishes to create distinctive development that ties in with the local landscape character.
  - Houses appropriate for the market.

**Introduction**

This Design and Access Statement (DAS) has been prepared by APD Ltd, on behalf of Mr Ian Mason and Mr Richard Mason. The developer proposes 73 dwellings in a mix of maews, semi detached and detached high quality family homes in a range of 2, 3 and 4 bedrooms.

The proposals have been informed and influenced by the outline approval ref 14/D1207/MOUT. Along with the compliance to the outline we demonstrate the key urban design principles the scheme will adopt. The key principles, parameters, character areas and constraints set out within the outline application have been considered.

**Site Description**

The site is located in Sherburn, Malton, North Yorkshire. Sherburn is located 12 miles south west of Scarborough and 30 miles north east of York. Sherburn is located along the A64 High Street that connects Scarborough to York. The main settlement runs north of the A64 along St Hilda's Street.

The site is approximately 3.16 Ha in size and is located to the south of Sherburn off the A64 High Street. The site is currently an agricultural grazing field with clear boundaries.

The northern boundary of the site adjoins the A64 High Street and Manor Farm, the western boundary adjoins Sked Dale Road, East Beck marks the eastern boundary, and a mature field boundary marks the southern perimeter. Existing residential development in the form of modern cul de sacs is located on the opposite side of Sked Dale Road and to the north of the A64 on Sycamore Grove.



**BFL12**

This document has been developed along side the BFL12 criteria for residential development.

The document provides a detailed summary of the evaluation against the 12 Building For Life questions and links to the evidence that supports the evaluation. If the standard is met then a green light will apply. The 12 questions reflect a vision of what new housing developments should be, attractive, functional and sustainable places. Redesigned in 2012 Building for Life is based on the National Planning Policy Framework and the Government's commitment to build more homes. Based on a simple traffic light system developments should ensure that they;

- Achieve as many greens as possible.
- Minimise the number of ambers.
- Avoid reds.

Based on BFL12's 'traffic light' system, developments that achieve 9 'greens' are eligible for 'Built for Life™' accreditation. Therefore it is appropriate to assess the current proposals for the site against these questions and assess the design quality of the proposed scheme.



Figure 1 - Approved outline application boundary



Figure 2 - Indicative masterplan



Figure 3 - Proposed Reserved Matters Layout



**APPROVED LAYOUT**



**PROPOSED LAYOUT**



- a Development blocks and road layout on the northern perimeter changed to create an acoustic barrier between the A64 and the site.
- b Some changes to development blocks, setting of focal points within the development and the network of pedestrian routes.
- c Pedestrian links to the High Street and Sked Dale Road provided as per the outline.
- d Green buffers and open space maintained.
- e Access from Sked Dale Road maintained.

Figure 4 - Comparison between the approved layout and the proposed layout



**APPROVED LAYOUT**



**PROPOSED LAYOUT**



Primary Road ●  
Pedestrian links ●

- (A) Vehicle access from Sked Dale Road
- (B) Pedestrian only link from Sked Dale Road
- (C) Pedestrian only link from High Street

Figure 6 - Comparison of the primary route

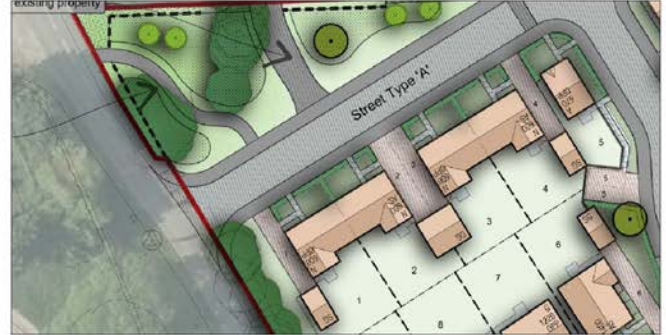




**APPROVED LAYOUT**



**PROPOSED LAYOUT**



- The vehicle access is from Sked Dale Road as per the outline approval.



- The pedestrian access from High Street and Sked Dale Road remains as per outline approval.

Figure 6 - Access location comparisons



**APPROVED LAYOUT**



**PROPOSED LAYOUT**



- Primary Access Road ●
- Shared surface street ●
- Shared drives ●

The road layout has changed to reflect the amendments to the proposed layout. Ensuring satisfactory acoustic levels are achieved the Primary Road now runs along a green buffer in front of the development blocks that now face the High Street along the Northern perimeter. The road layout also reflects the more fragmented morphology of the layout with more shared surfaces and shared drives along the southern primary road.

Figure 7 - Comparison of the movement framework



**APPROVED LAYOUT**



**PROPOSED LAYOUT**



- Homes dispersed with gardens ●
- Strategic Open Space ●
- Potential informal spaces ●
- New landscape buffer with acoustic fence ●
- Existing and retained trees ●

Figure 8 - Comparison of the green infrastructure



**APPROVED LAYOUT**



The proposed layout presents the following density:

- Higher density ●
- Lower density ●

**PROPOSED LAYOUT**



The density is at its highest at the top of the site to ensure noise levels from the A64 are minimised across the site.

Figure 10 - Comparison of density

**Statement of Community Involvement.**

Ryedale District Council (RDC) adopted their statement of Community Involvement (SCI) on 9th November 2006 (Addendum 2008). This Statement was established to encourage pre application discussions with planning officers and involve the local community prior to planning application submission.

In October 2014 a Statement of Community Involvement was produced by the developer which contained all correspondence between the developer, the local Parish Council and the local community. A public consultation leaflet was distributed to local residents and businesses on the 13th August 2014 outlining development proposals and how to make any comments concerning the development via a dedicated website that went live on the 11th August 2014. The response to questions raised in this document have informed the design evolution of the site.



**Building for Life 12**

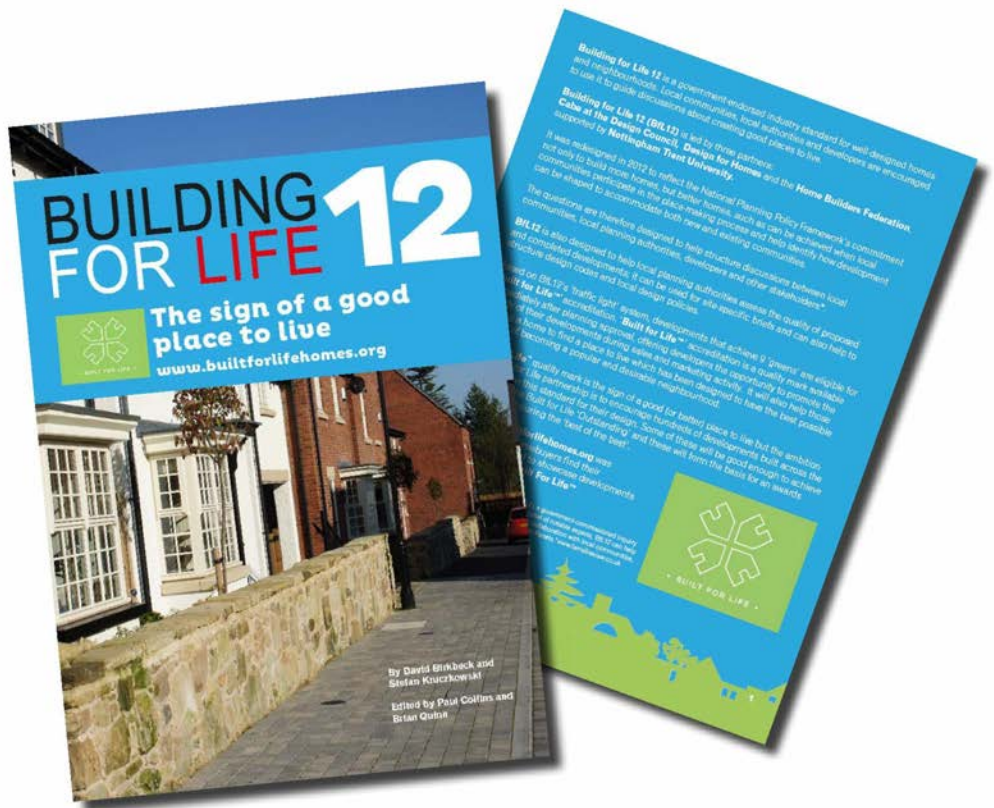
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## Integrating into the neighbourhood

### CONNECTIONS

Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones, while also respecting existing buildings and land uses around the development site?

**1a Where should vehicles come in and out of the development?**

**Evaluation**  
The proposed vehicular access is from Sked Dale Road. As per approved.

**1b Should there be pedestrian and cycle only routes into and through the development? If so where should they go?**

**Evaluation**  
All new routes connect to existing routes. A key objective of the movement framework is to create a clear pattern of streets within the development and ensure the area and its surroundings are easily accessed by foot and cycle. This can only be done by balancing the movement hierarchy and avoiding a car led development. Movement priority has focused on pedestrians who will be placed at the top of the hierarchy. A pedestrian/cycle only link in the north east and south west corners of the site are proposed to connect the site to the wider area by foot and bike, as per the indicative masterplan.



Figure 11 - Access locations