

Integrating into the neighbourhood



1c Where should new streets be placed, could they be used to cross the development site and help create linkages across the scheme and into the existing neighbourhood and surrounding places?

Evaluation

The proposed new street links into the existing settlement streets and footpath networks to enhance the local and strategic footway connections. The layout design has addressed the position of existing buildings and land uses along the boundaries of the site in order to create the most appropriate vehicle and pedestrian connections. Pedestrian and cycle permeability has been a primary consideration to ensure that the site became integrated with the wider footpath network.

1d How should the new development relate to existing development? What should happen at the edges of the development site?

Evaluation

The design responds to the existing site topography whilst creating a positive road frontage and integration of landscaping areas and view of the surrounding areas. Separation distances have been considered between the proposed and the High Street to ensure the noise levels from the A64 are minimised. Public fronts face onto public fronts and private backs are to existing private backs. The green corridor extends and protects the offsite wildlife to the southern and eastern boundaries.



Figure 12 - Site analysis

Integrating into the neighbourhood



FACILITIES & SERVICES

Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?



2a Are there enough facilities and services in the local area to support the development? If not, what is needed?

Evaluation
The application site lies to the south of Sherburn centre along the A64. A range of local amenities are available in the village centre which are within walking distance from the site. See adjacent diagram.

Where new facilities are proposed: 2b Are these facilities what the area needs?

Evaluation
No new facilities are proposed.

2c Are these new facilities located in the right place? If not, where should they go?

Evaluation
No new facilities are proposed.

2d Does the layout encourage walking, cycling or using public transport to reach them?

Evaluation
We are not proposing any new facilities within our application but the layout encourages walking, cycling and the use of public transport to the existing local amenities through the new proposed pedestrian links and routes throughout the scheme.

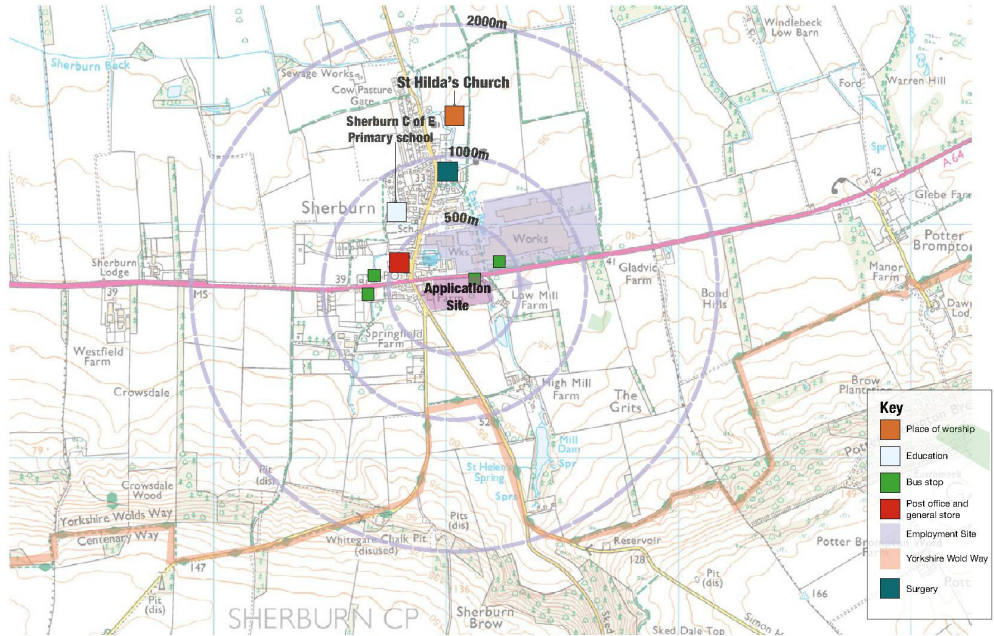


Figure 13 - Local amenities

Integrating into the neighbourhood



PUBLIC TRANSPORT

Does the scheme have good access to public transport to help reduce car dependency?

3a What can the development do to encourage more people (both existing and new residents) to use public transport more often?

Evaluation
The proposal focuses upon creating attractive landscaped green spaces, with pedestrian links from the site to the surrounding footway networks and public transport stops. Bus stops are located along the A64 with connections to Leeds, York and Scarborough.

3b Where should new public transport stops be located?

Evaluation
We are not proposing any new transport stops.



Figure 14 - Bus stops in the immediate surrounding area

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MEETING LOCAL HOUSING REQUIREMENTS

Does the development have a mix of housing types and tenures that suit local requirements?

4a What types of homes, tenure and price range are needed in the area (for example, starter homes, family homes or homes for those downsizing)?

Evaluation

The scheme proposes a wide choice of housing with regard to house type, quality and size, and are attractive to new residents. This is influenced by extensive market research. The emphasis has been 2, 3 and 4 bed family housing in the form of 2 storey mews, semi-detached and detached and also includes 4 bungalows, providing opportunity for all.

4b Is there a need for different types of home ownership (such as part buy and part rent) or rented properties to help people on lower incomes?

Evaluation

The development proposes open market and affordable properties in order to create a balanced development.

4c Are the different types and tenures spatially integrated to create a cohesive community?

Evaluation

The scheme proposes 35% affordable housing (26 units) which is compliant with adopted local policy. The dwellings will be tenure blind and indistinguishable from the open market dwellings.



Figure 16 - Bedroom Numbers

Creating A Place



CHARACTER
Does the scheme create a place with a locally inspired or otherwise distinctive character?

5a How can the development be designed to have a local or distinctive identity?

Evaluation
In order to inform the detailed proposals an assessment of the local vernacular has been undertaken. The adopted Ryedale Rural Design Guide (1996) lists Sherburn as falling within the East Wolds Character Area. This has been used as a tool for consideration throughout the development of this Application.

5b Are there any distinctive characteristics within the area, such as building shapes, styles, colours and materials or the character of streets and spaces that the development should draw inspiration from?

Evaluation
The predominant architectural features in the local area have been identified as; brick or white render, brick head/cills, stone cills, red roof coverings. Detailed consideration has been given to the architectural appearance of the buildings and their fabric which has been guided by the Ryedale Rural Design Guide. The outline approval appraised the local area and suggested design cues of the local vernacular and elements that could create a distinctive but sensitive palette of architectural details in relation to the house type range. The proposed house type range has been designed using the RR Design Guide to inform and ensure sensitive and accurate settlement character area design cues.



Figure 16 - Local architectural detail.

Creating A Place



WORKING WITH THE SITE & ITS CONTEXT

Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?

6a Are there any views into or from the site that need to be carefully considered?

Evaluation
The boundaries have been carefully considered in order to soften the impact of the development onto the neighbouring development and potential impact on visual amenity. The landscaping that surrounds the existing boundaries is to be retained to provide natural screening. Due to the placement of the site, the only open view will be from the vehicle access on Sked Dale road. The rest of the site is well contained by mature landscaping.

6b Are there any existing trees, hedgerows or other features, such as streams that need to be carefully designed into the development?

Evaluation
The existing trees and hedgerows surrounding the boundaries have been retained and integrated into the design where practicable. This allows the site to retain its containment from the existing properties surrounding the boundaries, in particular the northern boundary which is heavily landscaped with mature trees.

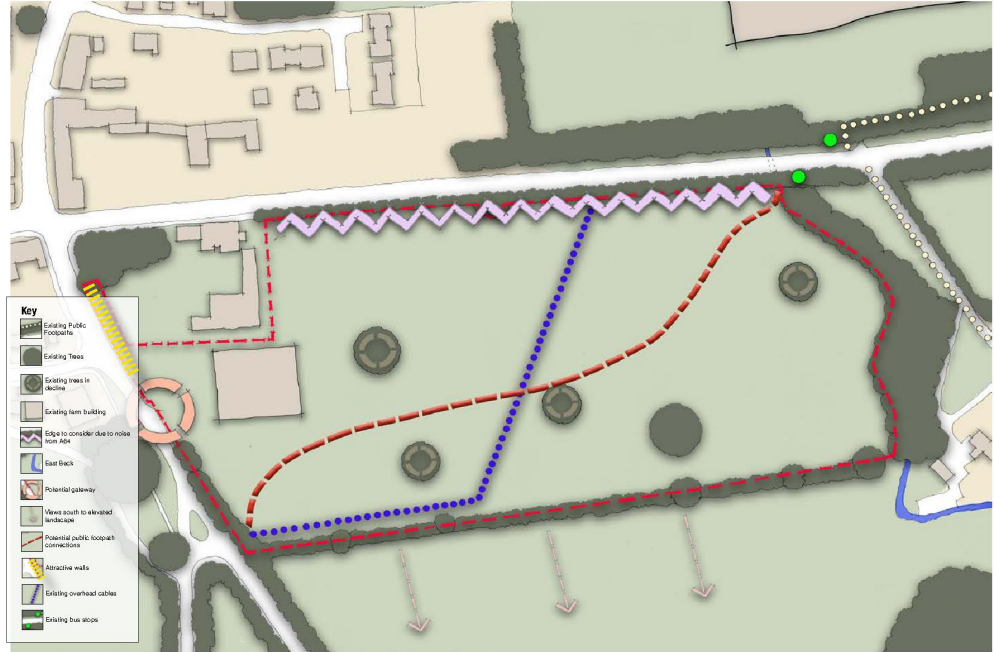


Figure 17 - Site Constraints

Creating A Place

6c Should the development keep any existing building(s) on the site? If so, how could they be used?

Evaluation

There are existing outbuildings on site which have been assessed and are of no value. These will be demolished as part of the development.

CREATING WELL DEFINED STREETS & SPACES

Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?

7a Are buildings and landscaping schemes used to create enclosed streets and spaces?

Evaluation

The new street and green spaces have been designed to be part of an extended pedestrian route through the site which is well overlooked to allow natural surveillance.

The scheme provides continuity of street frontages and the enclosure of space by development that clearly defines private and public areas through the use of attractive and distinctive landscaping. The linear green space area is proposed to provide amenity space and to mitigate for acoustic impact from the A64. Tree planting throughout the development is used to break up the built form.



Figure 18 - Landscape Plan