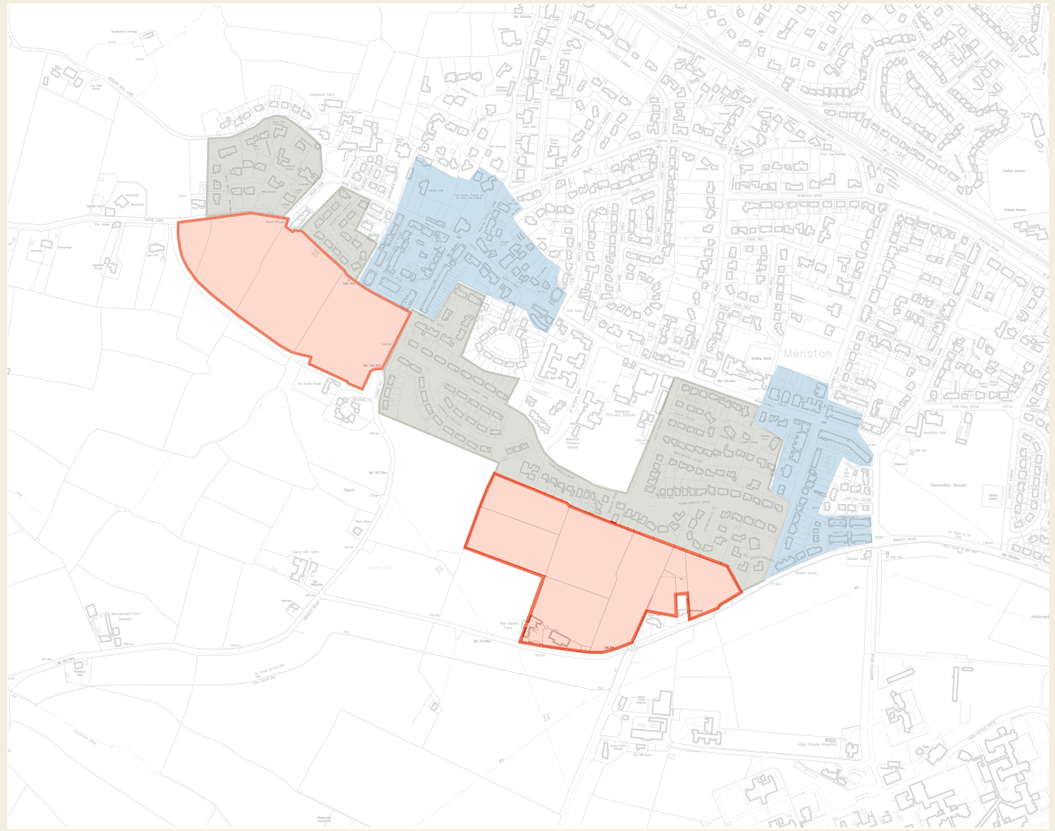
3

Analysis and Design

ANALYSIS

Introduction

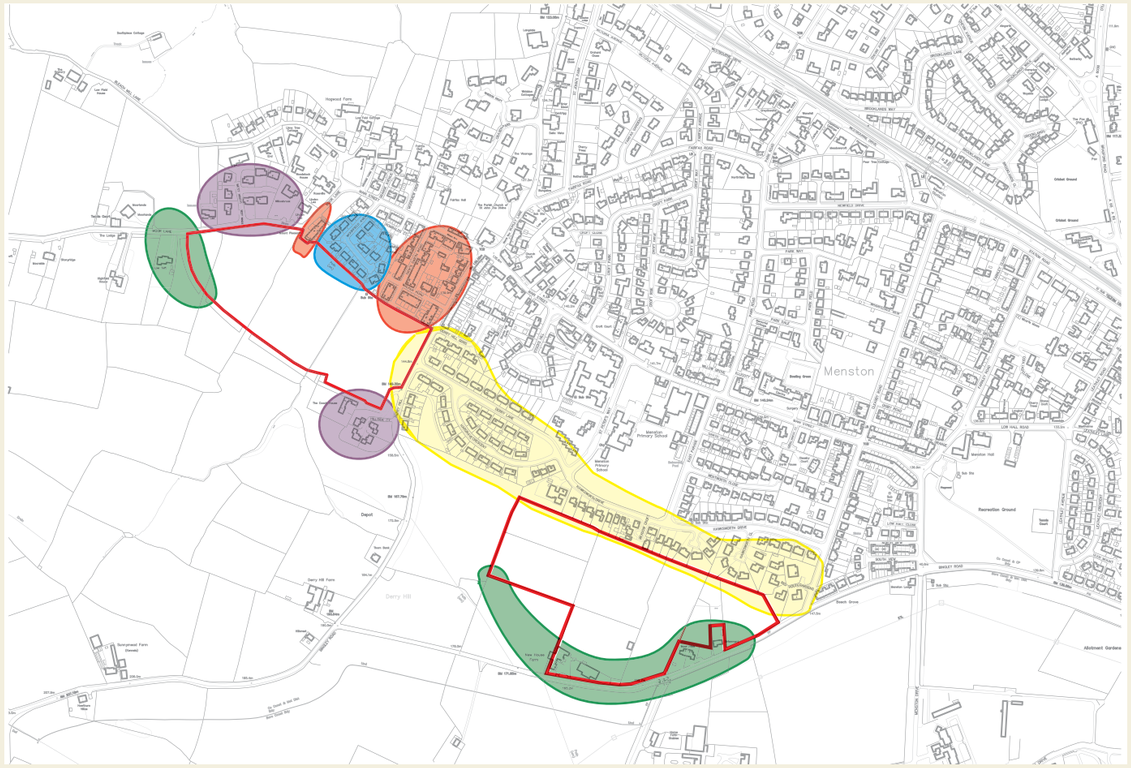
3.01 The surveys undertaken as part of this study reveal much about the content and form of Menston today but how can this information contribute to informing and directing future development within the village. Previous work undertaken within the Menston Village Design Statement, the Menston Conservation Area Appraisal and the Wharfedale Landscape Assessment all set out recommendations for the location, layout and design of new development. This report differs from previous studies in that it is focused not on the village as a whole, its historic core, or its setting, but on two specific development sites and their context. Nevertheless the recommendations contained within these studies have been incorporated into the Menston Design Guidance section of this document where appropriate. The following section shows how influences from both the sites (and their immediate and wider context) have been used to inform the nature of new development.



Morphology/Structure

3.02 The Menston Conservation Area together with the area at the junction of Main Street and Cleasby Road provide the two most successful areas of morphology within the settlement. Both areas are characterised by high development densities, a variety of building typologies, a strong relationship with the highway, a grid or distorted grid forming the basis of building distribution, and high levels of route connectivity. This approach should be applied to the medium to high density elements of all new development.

3.03 Much post war development within the village is characterised by low densities and poor connectivity. This approach should not be repeated by new development regardless of its location within a comprehensive proposal.

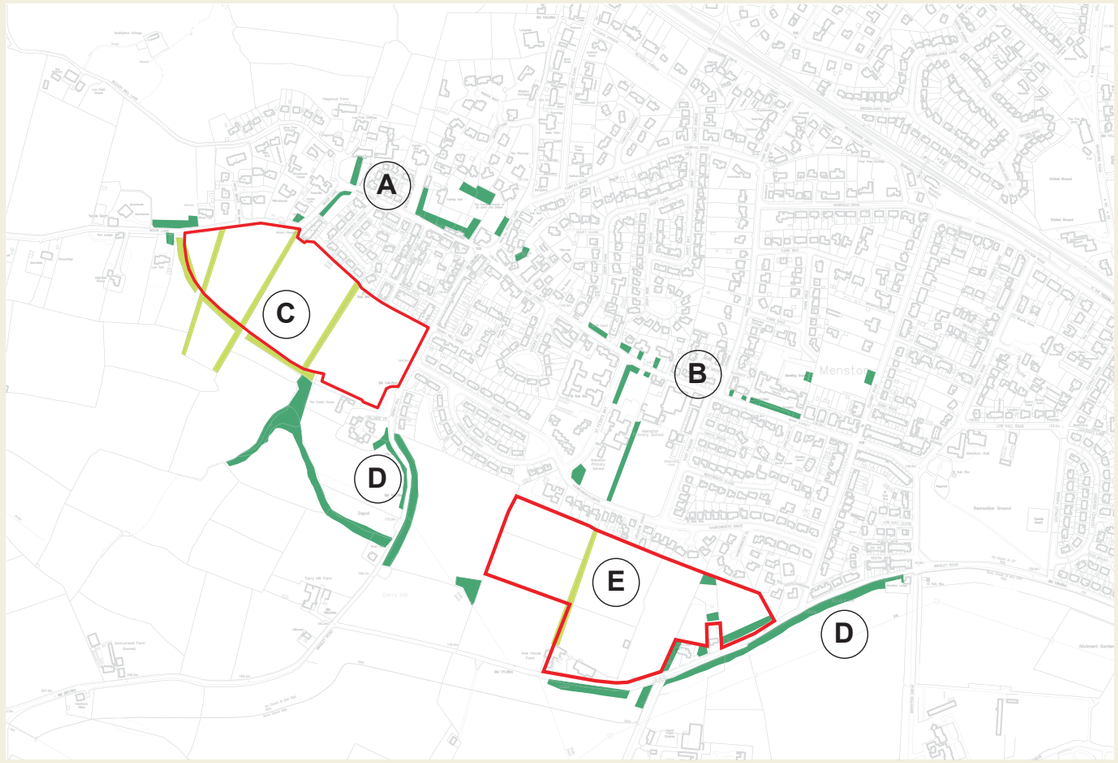


Density

3.04 Menston is a low density settlement. The densities achieved on recent residential development would not be acceptable for contemporary housing proposals. Densities do vary considerably within the village and this adds to the character and identity of the place. New development should seek to incorporate blocks of varying density within each site. Higher density development should be located along principle routes, adjacent to existing high density development and at the focal point of each site.

Existing Density Zones of Influence

- High Density
- Medium Density
- Low Density
- Very Low Density
- Isolated Development
- Site



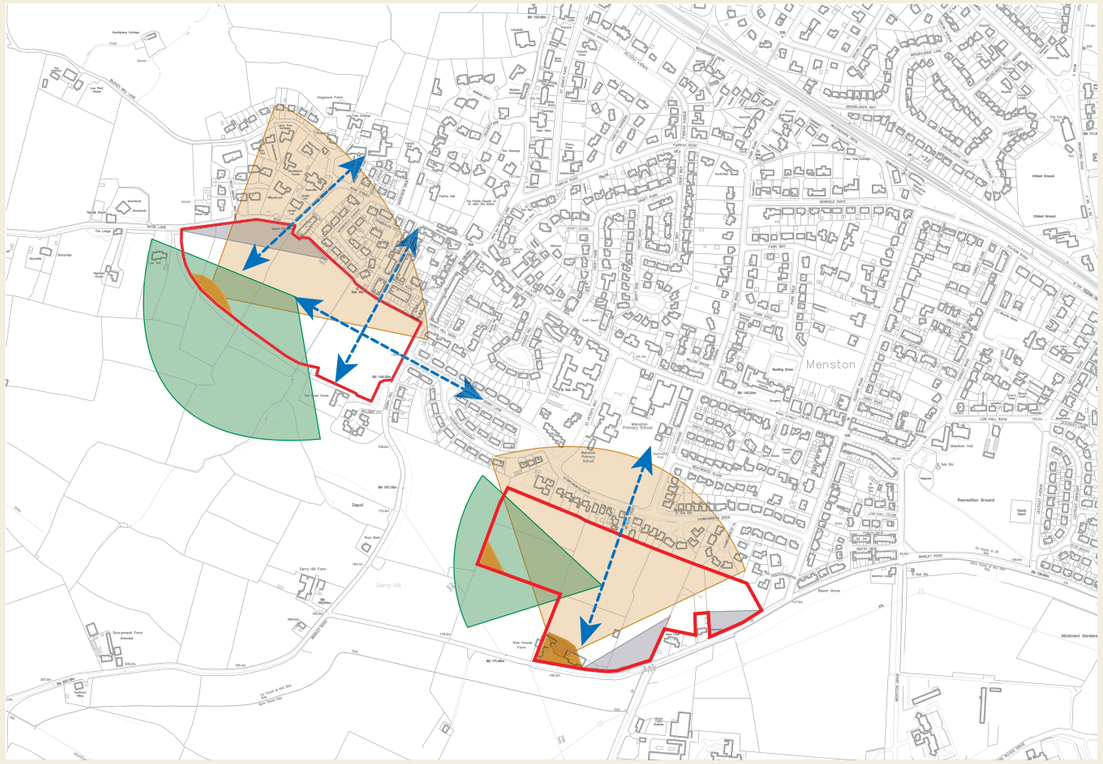
Landscape

3.05 There are a number of characteristics of the landscape in and around Menston that could be applied to new development. These can be summarised as follows:

- Groups of mature trees interspersed with buildings
- Trees informally located along main routes
- Linear hedge rows containing trees
- Linear belts/blocks of trees
- Isolated groups or copses

Landscape features which currently exist within a site boundary should be incorporated where possible.

A. Groups of mature trees interspersed with buildings
B. Trees located along principle routes
C. Hedgerows containing trees
D. Linear belts of deciduous woodland
E. Isolated groups of copse

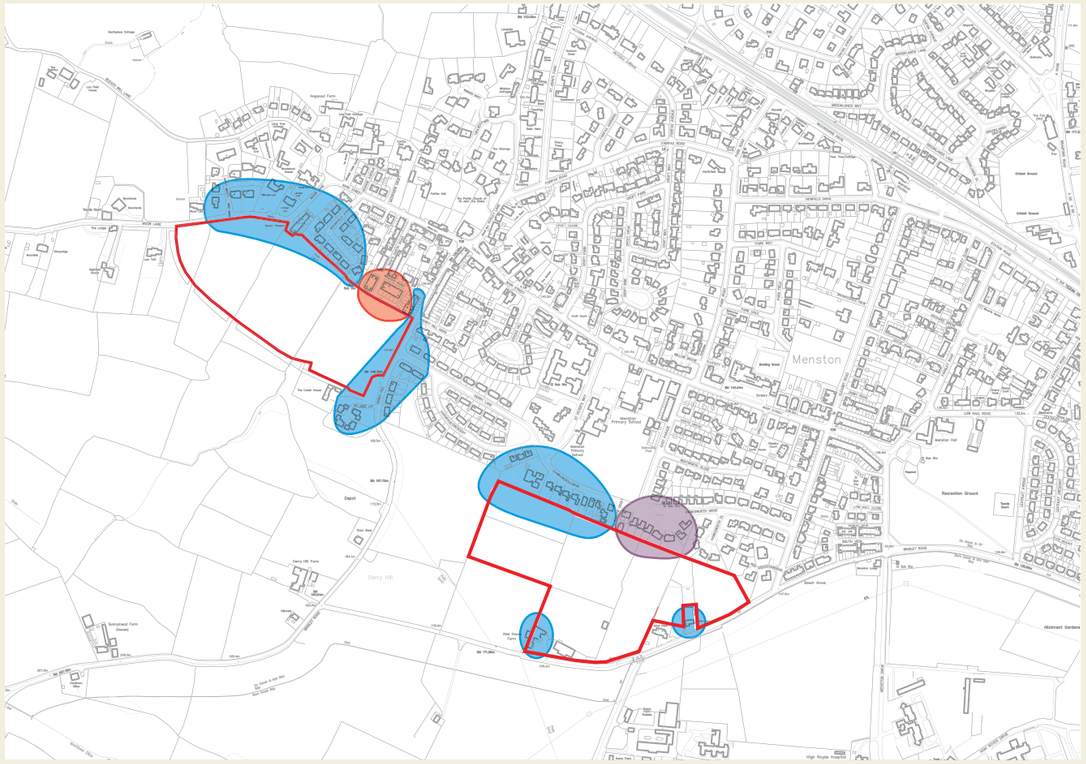


Views/Aspect

3.06 There are a number of long views framed by existing buildings available into the heart of the Derry Hill site from various locations within the village. This is not the case for the Bingley Road site where the only limited view into the site is from Meadowcroft. From the more elevated parts of both sites views are achievable across the adjacent village. New development should be located in order to exploit views in and out of the site (including distant views), to be visible (rather than invisible) from the existing settlement and also to exploit the south and south westerly aspect afforded by the site.

Views

- Positive views of countryside from heart of site
- Positive views of Menston from higher ground
- View of site on entering village by car
- Land over 160m AOD
- Views in and out of site
- Site Boundary



Heights

3.07 Menston is largely a two storey settlement and new development should seek to continue this pattern. It will be appropriate to have some three storey development within one site but this must be restricted to the area adjacent to the existing three storey properties located on Dicks Garth Road. The single storey development along Hawksworth Drive should be seen as a reference for new development.

Heights

- 3 Storeys
- 2 Storeys
- 1 Storey
- Site

Movement

3.08 Both sites are important gateway sites located on important vehicular routes into Menston. Although both sites are flanked by local routes neither is currently connected to the highway system of the village. These local routes are not suitable for fast moving or large volumes of traffic as they are narrow, with constricted sight lines and bounded by walls.

3.09 It is important that there are at least two vehicular entry points to each site in order to prevent the new developments becoming isolated and introverted.

3.10 In addition where safe walking and cycling routes can be established in areas where vehicular connection may prove difficult, such as at Dicks Garth Road, these possibilities must be pursued.

Site Features

3.11 Existing natural and man-made features on both sites should be retained where these are of ecological, historical or local interest value. Where there is an opportunity for new development to facilitate enhancement this should be pursued.

DESIGN GUIDANCE

3.12 These principles establish the key requirements that will be sought from any housing proposal for the sites. The principles do however contain adequate flexibility so that changes in technology, best practice and market context can be incorporated. Currently acknowledged best practice principles for housing layout and design must be adhered to, as must emerging best practice concerning all relevant themes.

Material

3.13 Menston is perceived as a stone built village and much on the context of the Derry Hill site is stone however this is not the case for the Bingley Road site. The use of natural stone for the construction of new buildings will be appropriate within certain key locations in both sites. Natural stone should be used as a signature material on gateway buildings at site entrances, land mark buildings and development that is visible from the entry routes into both the village and the sites.

3.14 Reconstituted stone should not be used as it lacks aesthetic appeal. Either brick or render, both found on buildings close to both sites, should be used in preference to the use of artificial material.

Boundaries

3.15 The use of stone walling to define boundaries is a characteristic of much of central Menston. Post war development has often used brickwork or in many instances no boundary treatment is used. All new properties within the development that are separated from the highway by private space much benefit from a boundary wall and this should be natural stone regardless of the material used for the housing.

Sustainability

3.16 The guidance set out in the Adopted CBMDC Sustainable Design Guide SPD must be adhered to by all new housing design. New development must adhere to the guidance set out in this document. In addition all new homes must comply with the EcoHomes sustainability criteria for:

- Energy Consumption
- Transport
- Pollution
- Materials
- Water
- Land Use and Ecology
- Health and Well Being

3.17 New development should be orientated within 30 degrees of due south to maximise the potential for passive solar heating. Micro generation should be built into the design of all new homes and expressed as part of the identity of the new developments. The Ecohomes excellent standard will be required from all new homes, or the equivalent standard under 'The Code for Sustainable Homes'.

Detail/Materials

3.18 All materials must be in accordance with those recommended within the Adopted CBMDC Sustainable Design Guide SPD, including those utilised for the roofscapes and bin stores. Housing must also be place specific and the use of standard house types used elsewhere will not be acceptable. Fussy non-functional period decoration is not appropriate for new development on these sites. Buildings should learn from their context but avoid imitation. The appropriate approach to design is set out in Building in Context (Cabe/EH).

Identity

3.19 The design of the new development will learn from the successful characteristics of both the architecture and morphology of Menston. Local identity will be expressed through a contemporary interpretation and understanding of the local vernacular, but will not resort to the reworking of historical styles or pastiche. Both sites should be developed using a common architectural language but still be somewhat distinct from each other. Character areas reflecting distribution of open space, street type and building density will be applied. These should merge with rather than abut each other.

Layout/Legibility

3.20 'Better Places to Live' a companion guide to PPG3 (DTLR and CABE, 2001) stresses the importance of legibility within residential developments. The development framework for the two sites seeks to ensure that the layout of residential streets and blocks is simple and easy to navigate. The layout is informed by the topography of the sites with blocks and streets running along contour lines. Existing field boundaries are incorporated into the layout where possible. This also helps to retain historically important features as well as providing distinctive features within the development. The resulting distorted grid pattern is both sympathetic to the morphology of the historic core of the village and also provides an efficient method of organising the land.

Architectural Principles

3.21 New development should be of higher density close to existing high-density areas of the village and lower density where facing the countryside. Principle lanes and focal greens should also be enclosed by higher density development.

3.22 Buildings must not exceed 3 storeys in the higher density areas and 2 storeys in the lower density areas. Buildings should be only of single or 2 storey heights along Hawksworth Drive, regardless of their density. All buildings should have pitched roofs and site orientation which will allow effective integration of photo voltaic cells. Buildings that address long or axial views should incorporate natural stone correctly dressed and pointed. Elsewhere natural materials from sustainable sources must be used. This may include brick and timber.

3.23 Design whilst contemporary should be both contextual and sensitive to the Menston locality.

Best Practice Guidance

'Better Places to Live'

3.24 'Better Places to Live' (ODPM/CABE 2001) is the companion guide to Planning Policy Guidance Note 3 (PPG3). The document builds upon the guidance for good urban design set out in By Design (ODPM 2000) and challenges both developers and local authorities to be more imaginative when considering housing design and layout. The report is comprehensive in its recommendations and guidance.

These recommendations can be summarised as follows:

- Movement – Provide a movement framework which is safe, direct and attractive to all users
- Mix – Provide a rich mix of housing opportunities
- Community – Encourage a sense of neighbourhood and community ownership
- Structure – Provide a coherent structure of buildings, spaces, landscape and routes for movement
- Layout – Ensure that street layout and design is appropriate to use and layout
- Place – Provide attractive and clearly defined public and private spaces
- Amenity – Provide pleasant gardens and amenity space
- Parking – Provide convenient and unobtrusive car parking
- Safety – Provide a safe and secure environment
- Space – Provide well planned homes which provide space and functionality
- Adaptability – Ensure that housing is robust and adaptable to changing requirements
- Maintenance – Provide an environment which can be well maintained over the long term
- Sustainability – Ensure that housing is designed to minimise resource consumption
- Detail – Ensure that detailing of buildings and spaces is well considered

Recognised Contemporary Exemplars

3.25 The Housing Audit (Assessing the Design Quality of New Homes in the North East, North West and Yorkshire & Humber, CABE, 2005) found very few high quality examples of new housing within the three regions. Only six schemes of the 93 assessed could be considered very good or good, these are identified in brackets below. Development upon the sites in Menston should aim to be very good in each of the three areas outlined below. CABE found that many recent housing schemes have begun to reflect urban design thinking but fail to go much beyond the basics. Poor and mediocre housing schemes tended to suffer from weaknesses in 'Legibility', 'Roads and Parking', and 'Sense of Place'.

- Legibility (The Broadway, Sunderland). Most other schemes had a poor relationship between buildings, spaces and routes, and also lacked landmark features which made navigation difficult for residents and visitors alike
- Roads and Parking. Obtrusive areas of car parking dominated the majority of schemes and had a negative effect on the public realm
- Sense of Place (Wharton Hall, Winsford/St Peters Quarter, York/Centurion Way, Middlewich). Few other schemes succeeded in creating a distinct and memorable place with many developments having an 'everywhere but nowhere' quality

3.26 Recommendations of the CABE report can be briefly summarised as follows:

- Adopt a masterplanning approach which defines the structure of the new place, sets out design principles, and explains the relationship between housing and open space networks
- Highways design should be led by the Manual for Streets and not by Design Bulletin 32, or sought from various technical documents available at the time
- Public realm quality will be essential to ensure the overall success of the development

'Car Parking – What Works Where'

3.27 This guide to residential car parking design (Design for Homes and English Partnerships 2006) evaluates residential parking solutions in contrasting locations throughout England. It notes that the rear court car parking solution default that has emerged since the completion of Poundbury is not always successful and can result in route duplication and reduced usage of front doors which tends to reduce activity and therefore security on streets.

3.28 The guide identifies a number of rules that are applicable for car parking in any location. These can be summarised as follows:

- Aim for quality street design
- A combination of on plot, off plot and on street parking should be formulated to suit location, topography and market
- Rediscover the street as an efficient and safe place to park
- Maximise the activity between the street and the house to encourage safer and friendlier places
- Don't park at the back of the block until on street and frontage options have been exhausted
- Avoid allocation of more than half of all parking spaces

Making Design Policy Work

3.29 This study published by CABE (2005) explains how to ensure that design policy is integrated into Local Development Frameworks (LDFs).

Building For Life

3.30 'Building For Life' is a scheme led by CABE and the Home Builders Federation. It is supported by the Civic Trust, Design for Homes, English Partnerships, and the Housing Corporation. The 20 questions that make up the CABE-Home Builders Federation 'Building for Life' standard are supported by the government as the standard for the design quality of new homes. We would also expect all residential units to be designed to the 'Lifetime Homes Standard'.

3.31 **Use of Architects**
The new development must be designed by chartered architects preferably with experience of housing design and working in sensitive locations.

3.32 **Development on both sites should refer to and be in accordance with all of the above guidance, in addition to that outlined in Chapter 5.**