

# Hensall

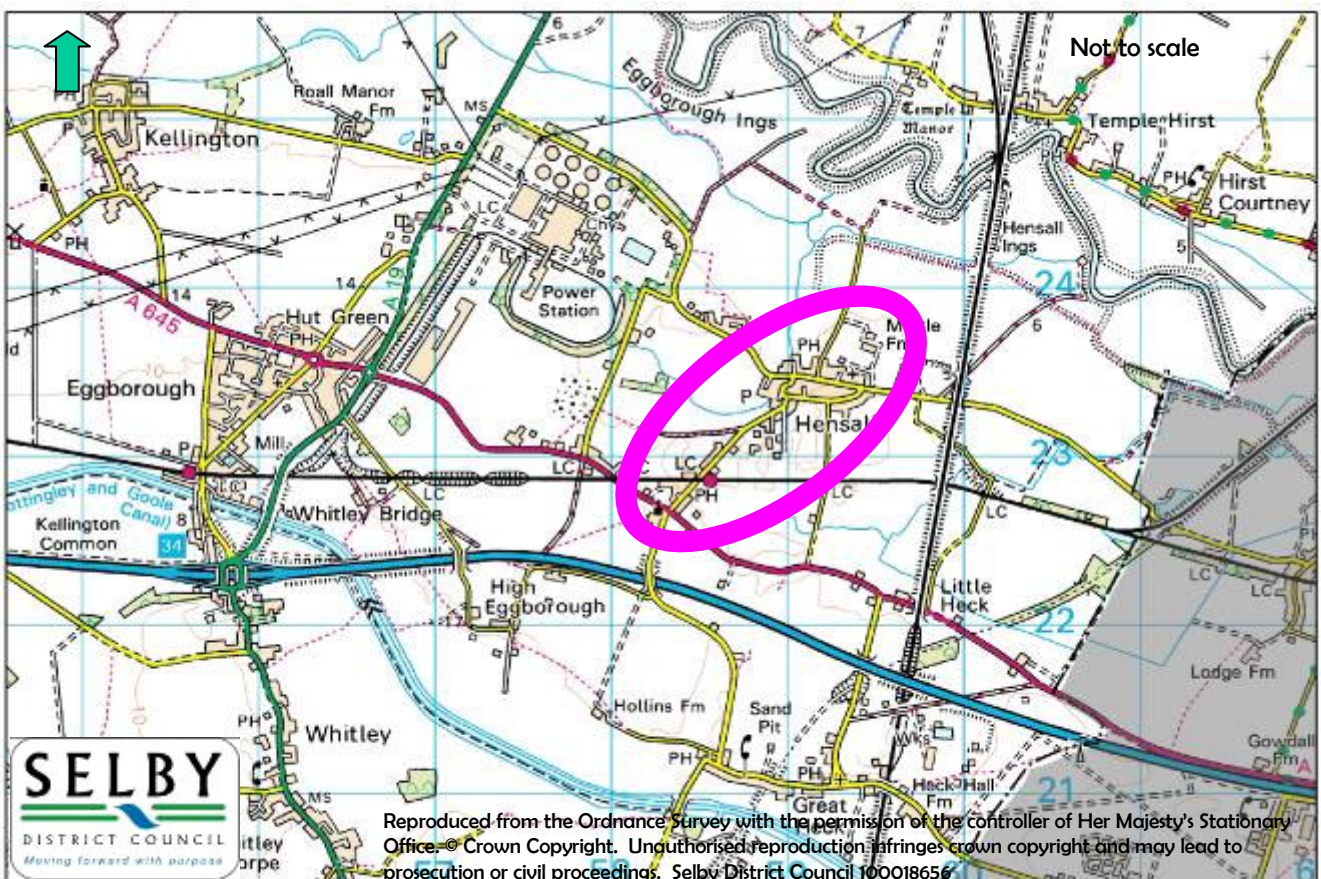


## Village Design Statement Supplementary Planning Document February 2012



Purpose of a Village Design Statement	1	To Provide a record of local distinctiveness by describing the unique qualities and character of the village.
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Character Area 1: Station Road Area		To provide design guidance for new development so that change is managed and development is in harmony with its setting.
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<b>Appendices</b>		To achieve a higher standard of sustainable design and where possible to enhance the local environment.
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## Location Map



# Purpose of a Village Design Statement

1.0 Our villages all occupy a unique position in the surrounding countryside, and have evolved over hundreds of years to suit the needs and circumstances of the people who lived there through the ages. As a result of this, we are naturally drawn to the elements that make our own village different from others, and those things that make it unique.

1.1 More recently, volume house building and standardisation has failed to reflect both the subtle and obvious elements that create this local distinctiveness. Coupled with this, political ideology, personal tastes and cultural changes have all played their part in the design of buildings. It is now recognised that local distinctiveness is vital in helping to integrate new development and in creating sustainable communities. This can be achieved through an understanding of local character, and ensuring that this understanding is shared with anyone considering development.

1.2 A Village Design Statement (VDS) is such a method. It is intended to explain the *context* or *character* of the village so that anyone who is considering any form of development in the village - no matter how large or small - can do it sympathetically. The VDS covers relatively straightforward work such as replacing doors and windows as well as more significant work such as building extensions and complete new buildings. It sets out the elements that make up *character* in order to improve the quality of design in any new development.

1.3 The description of local character in this VDS is not intended to be prescriptive - new development should not be designed to "look old". Instead the VDS should be used as inspiration to design new modern development that is respectful to its surroundings. In this context, that means using the appropriate building materials and architectural styles, and respecting the importance of spaces, building orientation, juxtaposition and size. Overall, new development should look new, and should not slavishly copy the old buildings. However, new development should "fit in" with the *context* of the village.

1.4 The VDS is written so that all developers can avoid lengthy discussion in the planning application process, as the design context is clearly set out from the beginning. Where design is not respectful to the village, the VDS can be used as evidence to justify the refusal of planning permission. It can also be used to demonstrate that a proposed development is in character and may therefore support a planning application.

1.5 Therefore the Local Planning Authority welcomes early discussion with anyone considering undertaking any work so that consensus can be achieved, and local character can be maintained.

## **The Hensall VDS**

1.6 Hensall is a complex mix of characters due to its constant evolution and growth over the years. However there are three common phases to Hensall that the houses fall in to relatively easily.

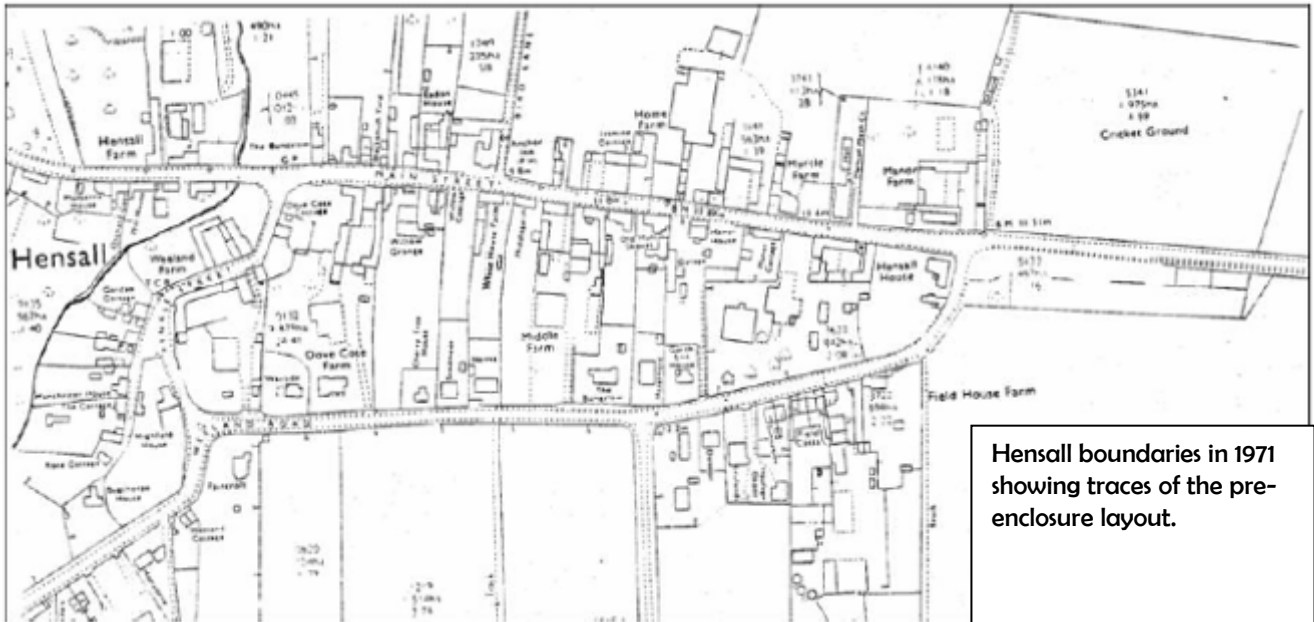
1: Old Village – Main Street and Finkle Street area which is the original part of the Village with many of the older properties.

2: The later linear ribbon development in Station Road

3: More recent small estate developments

1.7 Within each area there is a large amount of variation of styles and materials, however some common themes are found and these form the basis of the character statement. New development should respect the first two styles of development and avoid the repetition of standardised housing estates.

# Introducing the village



Hensall boundaries in 1971 showing traces of the pre-enclosure layout.

2.0 Hensall is a detached rural community located on the A645 Snaith-Eggborough Road, some 8 miles south of Selby. The village itself began as a collection of farms clustered at the top of a small hillock out of the River Aire floodplain, making use of the fertile soils all around.

2.1 *A History of Hensall* by Joyce Jenkinson, Jean Barnes and Stephen Hogben gives a fascinating insight into the origins, development and patterns of social life in Hensall from Neolithic times until the 1970s.

2.2 Little was known about early human settlement in the area until an archaeological survey conducted in 1990, when Neolithic and Bronze age flint tools were found near the River Aire. An aerial photograph, taken during the survey, shows the site of a possible Roman fort at nearby Roall, to the west of Hensall.

2.3 The village, then known as Edeshale, is mentioned in William the Conqueror's 1086 Domesday survey. Thereafter, its name appears in several forms until 1404 when the more recognisable Hensall became fashionable until it appeared in its modern form of Hensall. Hensall boundaries in 1971 showing traces of the pre-enclosure layout.

2.4 The aftermath of the Norman Conquest was a formative time for Hensall. In common with other villages, long, narrow plots of land lined a through road, with dwellings by the street or

slightly back. The boundary furthest from the road was marked by a hedge or lane. Evidence of this pre-enclosure layout still remains today. Most plots on the south side of Main Street are 45 feet wide with a lane (once called Back Lane,) now Field Lane running across the bottom. The plots to the north side of (La Anchor) are 90 feet wide.

2.5 During the wide-ranging changes to council territories in 1974, Hensall's western boundary was extended to include the Wand Lane, and Dene Close properties around Gallows Hill. Prior to this date, the boundary was the Ancient Drain/ Beck Drain which runs behind Finkle Street and Dove Cote Gardens to the River Aire. Consequently, the area stretching from Hensall Farm and the Steam Mill west to the Gallows Hill area was in Eggborough. This drain is marked on the map above by the dark line and everything to the east, (where the name Hensall appears) was in Eggborough at this time.

2.6 To most people passing by on the A645 today, Hensall is a single street that dissects the A645 at the traffic lights outside St Paul's Church. An attractive view of the church is offered on the south side, while the northern side features a variety of houses, many post war era.

## Introducing the village

2.7 St Paul's Church is the largest and arguably the most architecturally interesting building in the village. Lord Downe, who commissioned the build to impress his future wife, lived in nearby Cowick Hall in the 19th Century. The Architect chosen was William Butterfield who was to design All Saints, Margaret Street and the Chapel of Keble College, Oxford. St Paul's Church was one of three local churches (the others being Cowick and Pollington) simultaneously commissioned by Viscount Downe and built by Butterfield. The project also included a vicarage and a school built alongside each church.



2.8 Newspaper accounts at the time state the foundation stones of each church were laid on the 4th of July 1853. The churches at Cowick and Hensall were both consecrated on the 12th October, 1854. Station Road joins the A645 and extends northward to the Station itself.

2.9 Continuing over the level crossing, Station Road is briefly undeveloped on both sides affording middle-distance views over farmland and Eggborough power station before it arrives at the edge of the main part of the village, nestled in the gently rolling arable farmland.



2.10 Hensall railway station is on the Pontefract line and was built by the Lancashire and Yorkshire Railway which came into being in 1847. For over a hundred years, the station was a hub of activity moving sand from the quarries and produce from the farms. In the 1950s, the station had a staff of 18 and, in 2011, operates one of the last set of electrical wheel gates in the world.



2.11 Northern Rail currently runs a limited passenger service, although the line is well used by freight trains transporting coal to Eggborough Power Station.

2.12 For hundreds of years, life in Hensall was closely associated with the land and its related industries. At the end of the 19th Century, the population of 300 folk included farmers, blacksmiths and wheelwrights. Millers and maltsters lived alongside bricklayers, shoemakers, dressmakers and grocers. Teachers worked in the school. A vicar and Methodist minister looked after the spiritual needs of the community. Three inns provided refreshment at the end of the day and a village police officer kept the peace.

## Introducing the village

- 2.13 It was a way of life that continued into the 20th Century, evidenced by around 10 family farms that were operating at the beginning of the 1970s, with most of the farm houses located in the Main Street/ Finkle Street/ Field Lane area of the village.
- 2.14 Many of the farms, commercial buildings and workers' houses have now gone and have been replaced by cul-de-sac housing developments. A standardisation and uniformity gives a suburban character with little of the Hensall character visible in the layouts and designs of houses.
- 2.15 Fortunately these are often hidden behind other houses so Main Street does retain some original feel. What services and facilities remain are spread throughout the village so there is no longer an obvious "village centre", apart, perhaps, from the busy Village Stores and Post Office area in Finkle Street.
- 2.16 Although Hensall is not one of the chocolate-box villages, there is a style and character that separates it from other surrounding villages that should be retained in any new development.
- 2.17 The village can be grouped into three broad character areas:

1

Old Village - Main Street and Finkle Street area which is the original part of the village with many of the older properties. Farms, houses and commercial properties built in the traditional "Selby style".

2

The post-war linear ribbon development of Field Lane and Station Road where each house was built one at a time or in a small terrace or group. The main difference between these houses and Main Street are that the designs of the houses are more 'National style', having little regard for the materials or designs of Main Street

3

More recent small estate developments – these are larger than the post-war groups of houses above, and deviate from the ribbon layout style, Introduce uniformity and standardisation, as well as different materials.

# Character Areas

## Character Area 1: Main/Finkle Street

- Ribbon settlement pattern with infill cul-de-sacs
- Large, individual semi- and detached houses
- Sometimes short irregular terraces,
- Farm buildings with side elevations adjoining the road and farmyards opening directly on to the street.
- Street effect exaggerated by high garden walls
- Houses open directly on to the narrow footpath.
- Obvious building line straight along the street.
- Breaks in the frontage create a “gap toothed” appearance
- Houses are varying in width,
- Gable pitch roof, eaves facing the road
- Building footprints are generally rectangular
- Few protruding extensions or wings.
- Houses are similar, but none share the same eaves and ridge heights.
- Two storeys in height
- Proportions vary slightly so each house is uniquely sized
- Dark red/brown brick, with some white/cream render on individual houses.
- Decorative brick dentil course under the eaves is common,
- Slate roof
- Short, chunky chimneys and several clay pots.
- Vertical emphasis, multiple pane windows with only a few arch details
- Wide decorative cill  
plain doors recessed into brickwork

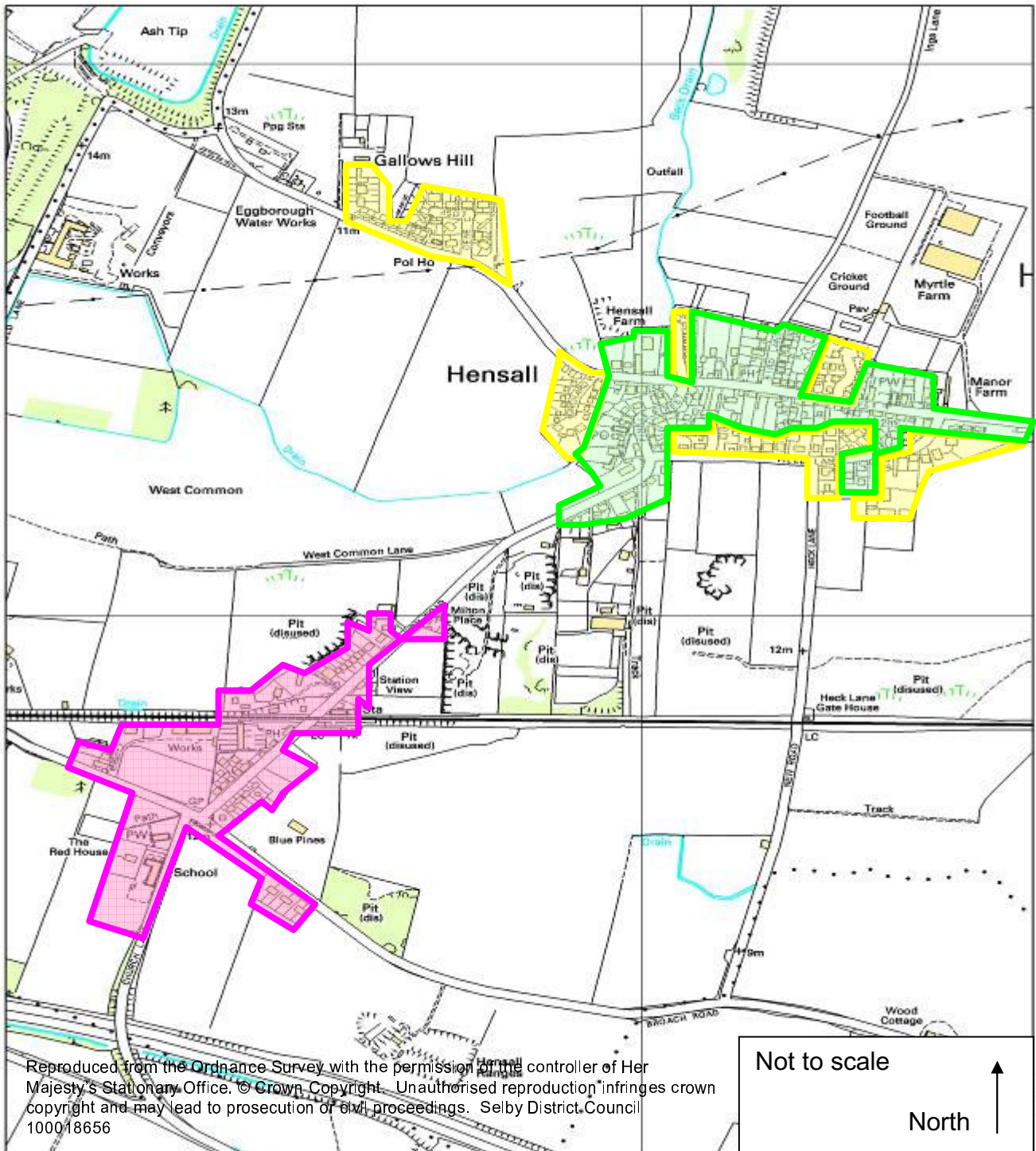
## Character Area 2: Station Road area

- Piecemeal layout
- Long, straight, single line of development on either side of the road
- Architectural details and materials vary widely
- Individual houses or small developments (no more than ten in one development)
- Variety
- houses all of a simple design, often to a “national” house type
- Common details like dark red brick and tile construction
- Gable and hip roof shapes
- Bungalow or two-storey construction
- Simple semi- and detached or short terrace construction
- Short front gardens, large rear
- Tree and hedgerow boundary treatments

## Character Area 3: Later Infill estates

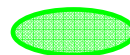
- Mostly built in a standardised distributor road
- with cul-de-sac layouts, these estates feature
- regular houses with few architectural
- flourishes. Having matured and been
- individualised over the years, the street scene
- has acquired some variation to soften this
- effect, but the lack of Hensall character cannot
- be ignored. In future development more of the
- traditional features and layout could be
- incorporated in to this area without slavishly
- copying the designs.

# Character Areas

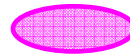


## Key

Character Area 1: Main Street/Finkle Street area



Character Area 2: Station Road area

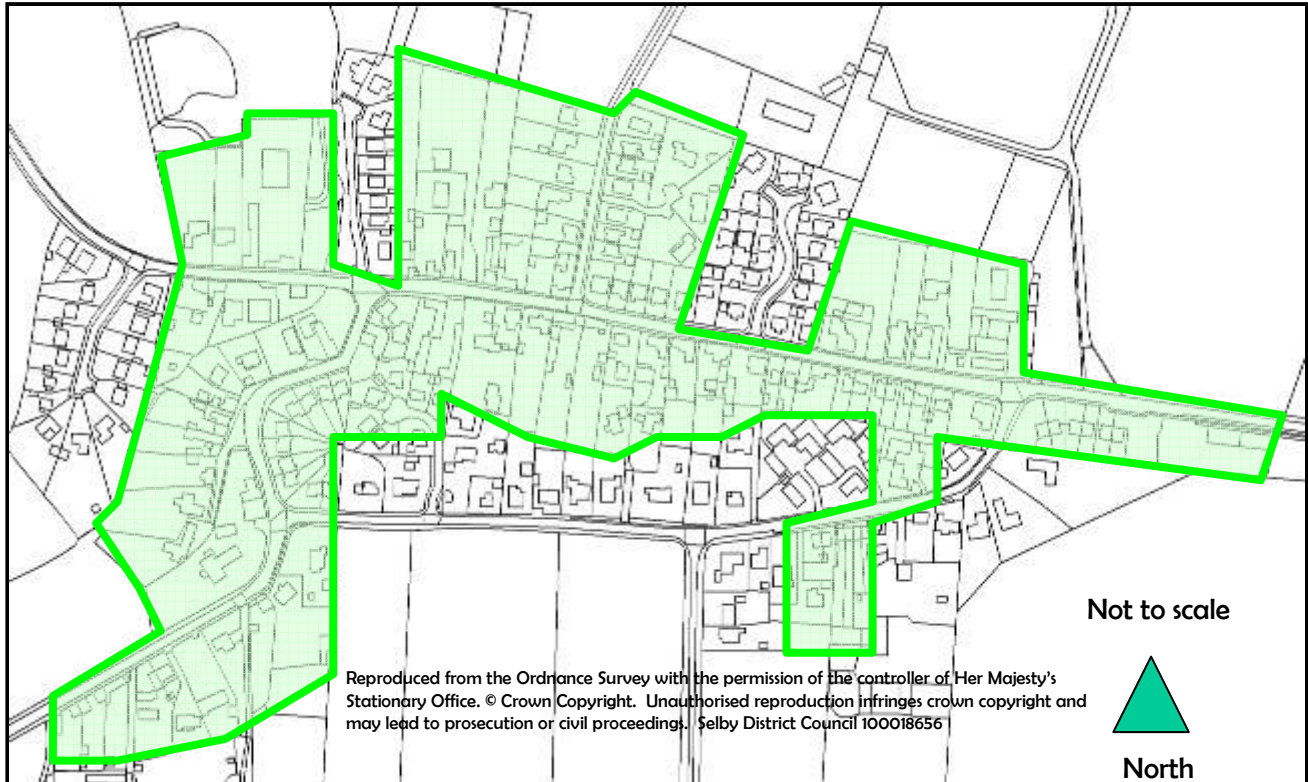


Character Area 3: later estate developments





# Character Area 1: Main Street / Finkle Street Areas



3.0 The original settlement was made up of farms aside Main Street that runs east to west through the village over a gentle hill in the undulating farmland. A characteristic form of development is a grouping of farm buildings with their side elevations adjoining the road and the farmyards opening directly on to the street. The Hensall Village Plan adopted by the West Riding County Council in the early 70s describes the Main Street and Finkle Street cross roads as 'the village centre.



3.1 The original ribbon settlement pattern has succumbed to infill cul-de-sac development with the gradual loss of working farms, although some traditional character still remains. This can be seen in the original farmhouses, set either at 90 degrees to the road or facing the street, a few metres from the footpath. The decline of local employment opportunities coupled with new housing within the village has ensured that Hensall has become a commuter village.



3.2 As the village has grown and evolved, further housing was developed and commercial properties appeared. The commercial focus has since declined leaving only a restaurant,

## Character Area 1: Main Street / Finkle Street Areas

Post Office/Shop and the Wesleyan Methodist Chapel. The original ribbon settlement pattern has succumbed to infill cul-de-sac development with the gradual loss of working farms, although some traditional character still remains. The new housing has ensured that Hensall has become a commuter village.

3.3 This character area is defined by large, individual semi- and detached houses that sometimes form short irregular terraces, exaggerated by high garden walls. On both Main Street and Finkle Street, houses open directly on to the narrow footpath. The building line is obvious and straight along the street. There are varying breaks in the frontage creating a “gap toothed” appearance along the street. Houses are varying in width, with a gable pitch roof and eaves facing the wide road.



## Character Area 1: Main Street / Finkle Street Areas

3.4 The footprints of the buildings are generally rectangular with few protruding extensions or wings. Each house is similar, but none share the same eaves and ridge heights. Although each is two storeys in height, the proportions vary slightly so that each house becomes uniquely sized.

3.5 Houses are constructed from dark red/brown brick, with some white/cream render on individual houses. A decorative brick dentil course under the eaves is common, and most houses feature a slate roof with short, chunky chimneys and several clay pots.

3.6 The multiple pane windows give a vertical emphasis and are simple designs with few arch details, but a wide decorative cill is dominant. The plain doors are recessed into the brickwork, and porches are not common. The larger plots along Main Street are probably disused farms that have been sold for infill developments. These break up the ribbon style development to this area and introduce alien cul-de-sac forms.

3.7 Mature trees in the gardens to the rear of properties, some with open aspects with views of the open countryside.

3.8 A feature building in Main Street is Hensall House (formerly Ivy House), and it displays the characteristics of Hensall style very well. Listed Grade II, this building was constructed in the late 18th century in a pink/brown brick, grey slate roof, 2 storey with 3 bays, panelled door under a segmental arch, multiple pane sash windows, with dentil course under the eaves. A walled garden completes the traditional picture.



## Character Area 2: Station Road Area

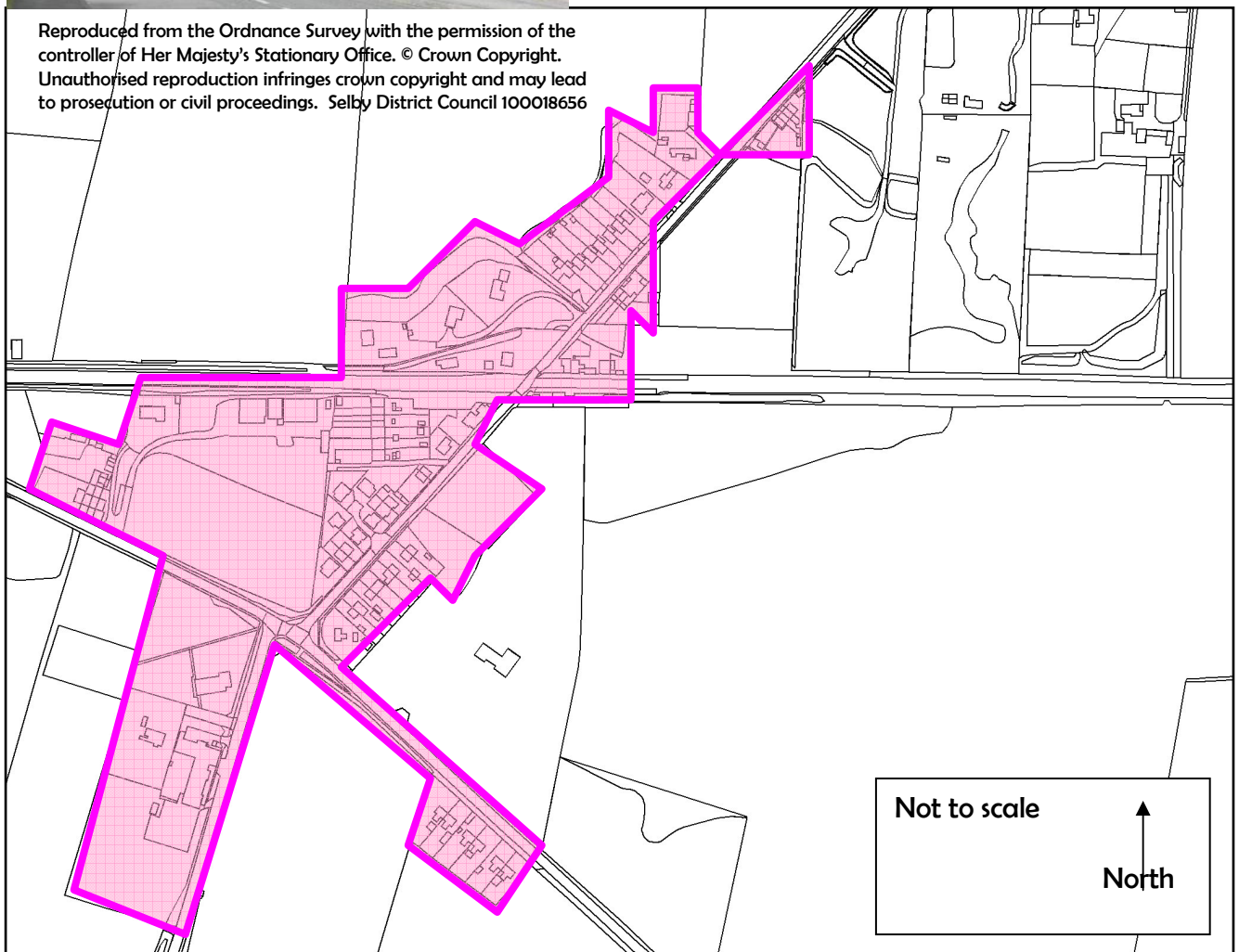
4.0 Station Road area has developed in a piecemeal way, distinct from the main part of the village. A small cluster of farms and houses were located at the junction of the main A645 Weeland Road at the point at which access to Hensall is gained.

4.1 The Pontefract railway line dissects Station Road approximately half way along its length, and this introduced another hub of activity.

4.2 At the southern end of this strip can be found many of Hensall's services and facilities including St. Paul's church, the primary school, some light industrial units, and several farm buildings.



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## Character Area 2: Station Road Area

4.3 The layout and form is the key to this character area, while architectural details and materials vary quite widely. The character is derived from the long, straight, single line of development on either side of the road. As the layout is made up of individual houses or small developments (no more than ten in one development) variety is very much the character.

4.4 However, looking in more detail, houses are all of a simple design, often to a “national” house type instead of the local “Hensall style”. But these all feature common detail such as (dark red) brick and tile construction, gable and hip roof shapes, bungalow or two-storey construction with no tall buildings, and simple semi- and detached or short terrace construction. In short, there are no unusual buildings and so nothing particularly stands out as “out of character”.

4.5 All properties have short front gardens with trees and hedgerows providing boundary treatments between the dwellings. Gardens are large, and coupled with the open views across the countryside, the street appears to be very low density. Shrubs, trees and other vegetation are mixed throughout the character area.



## Character Area 2: Station Road Area

### Key buildings

4.6 St Paul's Church is Listed Grade II\* and was erected in 1854 with a few later additions. Built from pink/red brick and grey slate roof, with 4 bay aisled nave incorporating south – west porch and 3 stage north west bell tower. The tower has a gabled stair turret on the west side and has slit windows.



4.7 The Red House (formerly known as the Vicarage) is Listed Grade II\*, and is an early example of a Victorian architecture. The Red House is 2 storeys, built in a pink/red brick with half-hipped grey tiled roof. All ground floor window and door openings feature header arches and pointed relieving arches. To the left of the first floor is found a pointed tripartite window; in the centre is a 6-pane sash with a pointed arch set in high gable; and Lord Downe's initial is set into the header of the cast iron drain pipes.



4.8 The old schoolmaster's house is Listed Grade II. It is a two-storey building, built from pink/red brick but partly rendered, and a grey slate roof. The house features a partly glazed door and 9 paned window to the ground floor, and 4 paned sash windows to the 1st floor. The building has been extended a number of times.

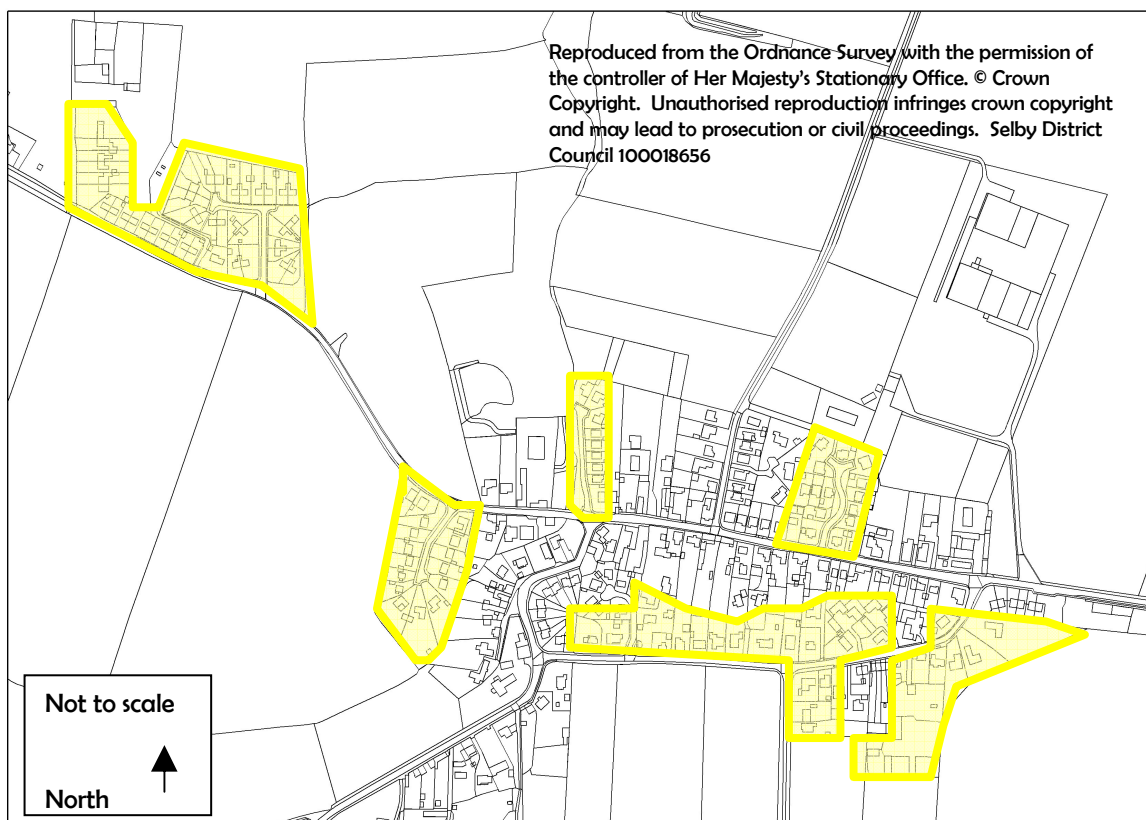


## Character Area 3: Later Estate Developments

5.0 Several suburban type estates from the 1970's through to the present day effectively increasing the size of the village through infill developments surrounding the original part of Hensall.

5.1 Various similar bungalows dormer bungalows and 2-storey houses have been constructed with little acknowledgment of the Hensall character. This expansion by volume house builders has like most places in the United Kingdom eroded those traditional local features identified. It is not to say that these dwellings are bad, it is merely acknowledging that they are 'anywhere houses' and do not respect local character. In future development more of the traditional features and layout could be incorporated in to this area without slavishly copying the designs.

5.2 Mostly built in a standardised distributor road with cul-de-sac layouts, these estates feature regular houses with few architectural flourishes. Having matured and been individualised over the years, the street scene has acquired some variation to soften this effect, but the lack of Hensall character cannot be ignored.



### **Dene Close**

This small estate is separated from the main village by some 500m to the north west. The houses are identical, built for the Local Authority in around the 1950s. Semi-detached double fronted houses populate this estate. They were built in a dark red brick with red pan tile roof and have a gabled roof design with the eaves facing the front and no punctures for roof windows. These dwellings are of 2 storey construction, set in large plots separated by tall hedge rows. Windows are located high in the wall so that there is no header, instead the eaves form the header.



## Character Area 3: Later Estate Developments

### Home Farm Close

Home Farm Close is a development of tightly packed suburban type houses, completed in the 1990s to a typical layout and house type design. Although the houses are attractive in their own right, the development introduces an alien yellow brick colour and cast stone window and door headers/cills, together with roof dormer windows. Other alien features include bay windows, elaborate porch details and a protruding gable front feature. These houses are very much a standardised “national” design and these features do not belong in the Hensall style. As such this development stands out in the street scene.



### Orchard Way

A 1970s development of about 15 dwellings, located on the south west corner of Hensall, and accessed via Main Street. Identical two-storey houses are mixed with bungalows in regularly spaced plots. All roofs are gable-shaped, but while the bungalows' eaves face front, the houses present a protruding gable along half of the front elevation. Constructed in a pinkish brick and grey tile, the houses are typical of estates built in the period. A front hedge marks the boundary with the footpath, behind which a long lawn is found.



### Field Lane

Although some of Field Lane is home to buildings in a Main Street style, most of this area is developed with very large, low density bungalows. Designs range from simple small dwellings to vast intricately shaped dwellings, with everything in between. What ties them together again is the consistent building line and large plots, brown/red/pink brick and tile construction.



### Dovecote Gardens

Ten detached gable-fronted bungalows form a line on the north western edge of the village, with views over the countryside and power station to the front. These bungalows are regularly spaced with wide driveways between them, and feature an open plan front garden, often set behind hedges and shrubs. The houses are constructed mainly in an orange/red brick and tile, with a feature panel of stone on one half of the front elevation. Within this feature panel, a wide bow window is sited. A short, thin chimney completes the roof interest.





# Appendices

## **Appendix A: What is a Village Design Statement and how do I use it?**

A1 This Village Design Statement (VDS) is intended to give advice and guidance to anyone who is considering any form of development in the village no matter how large or small. It covers simple works such as replacing doors and windows as well as more significant works such as extensions and new buildings. It is not only concerned with housing, but covers all types of development with the intention of improving the quality of design in new development.

A2 It is not about whether development should take place, instead, the VDS is intended to expand upon the policies in the *Adopted Selby District Local Plan* in order to explain it and give greater detail as to what is meant by the Policies within it. This helps developers and Planning Officers agree on some details that are not specifically set out in the policy itself: in this case the VDS sets out how development should be undertaken so as to respect the local identity.

A3 The VDS is a “Supplementary Planning Document” (SPD) which is a legal document that sits in a hierarchy of plans and strategies called the Local Development Framework (LDF).

A4 The different types of document in the LDF cover topical issues as well as area-based issues, and contain policies for making planning decisions. This is a relatively new system that replaces the old Local Plan system, however this is a period of transition and so the 2005 Selby District Local Plan has been “saved” as a ‘*Local Development Document*’ until such time that newer documents can replace it.

A5 This Village Design Statement SPD is therefore based on Policy ENV1 of the Saved Selby District Local Plan 2005, which states:

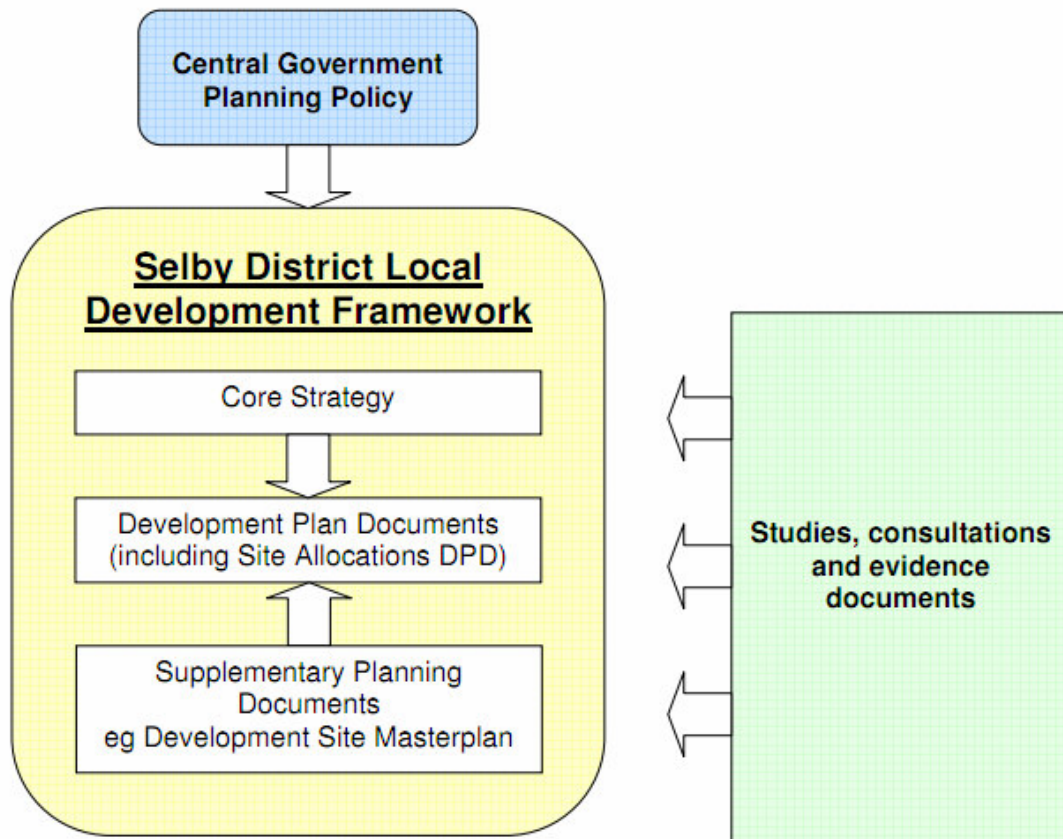
*“ENV1: Proposals for development will be permitted provided a good quality of development would be achieved. In considering proposals the District Council will take account of*

- the effect upon the character of the area or the amenity of adjoining neighbours*
- the relationship of the proposal to the highway network, the proposed means of access, the need for road/junction improvements in the vicinity of the site, and the arrangements to be made for car parking*
- the capacity of local services and infrastructure to serve the proposal, or the arrangements to be made for upgrading, or providing services and infrastructure*
- the standard of layout, design and materials in relation to the site and its surroundings and associated landscaping*
- the potential loss, or adverse effect upon, significant buildings, related spaces, trees, wildlife habitats, archaeological or other features important to the character of the area*
- the extent to which the needs of disabled and other inconvenienced persons have been taken into account*
- the need to maximise opportunities for energy conservation through design, orientation and construction; and*

*any other material consideration”*

# Appendices

The diagram shows the hierarchy of plans.



A6 When preparing development proposals, the developer should refer to this VDS in a “Design and Access Statement” to demonstrate how its advice and guidance has been used. This will help people understand how a particular design for the development has come about. Where a site lies on or near the “border” of two or more character areas, the advice of each should be taken in to consideration and used appropriately.

A7 If planning permission is required, the District Council’s Planning Officer will also use the VDS to assess the design of the application. If it cannot be demonstrated that this VDS has been used, or it is considered that it has not been used correctly, it could result in the refusal of planning permission.

A8 Even if planning permission is not required, it is still very much in the interests of the village to undertake any development work in sympathy to the village’s character. It will increase the appeal and the value of the development and ensure that the aesthetic qualities of the village continue for future generations to enjoy.

# Appendices

## **Appendix B: General advice for prospective developers**

B1 This section considers more than just the aesthetic issues and offers advice and guidance for prospective developers in achieving a suitable development proposal.

### General good design

B2 There are lots of conflicting issues in considering new development, but whatever the compromise, the village character should always be maintained.

B3 The character described in the VDS does not restrict new designs or materials or insist that everything is designed to “look old”. Instead, it is the job of the developer to design and build a modern building that satisfies modern needs, exploits new technology and building methods, and uses them to create a desirable, profitable development that works with its environment to seamlessly integrate with the local area. Modern, but appropriate development is encouraged.

B4 It is helpful to consider the visual impact of developments from all angles and from longer distance. Accurate perspective (isometric) drawings or street scene views to show how new developments would appear in relation to their neighbouring properties and in the wider street scene could be very useful.

B5 There is an emphasis on evolution not revolution in the village, and so multiple smaller developments will have less impact than a single large-scale development. This approach reflects the way the village has grown in the past.

B6 Examples of inappropriate designs, materials and layouts within the village should not be used as a precedent for further inappropriate use of these features.

### The Planning Process

B7 Anyone considering development should contact the District Council for planning advice before submitting an application. This will help to iron out potential issues and lead to a smoother planning process. The Parish Council would also welcome early discussion and to help wherever they can.

B8 Discussion with neighbours before applying for planning permission will give them an opportunity to discuss any concerns, and that may avoid unnecessary neighbour disputes.

B9 Some development do not need planning permission, but the need for good design remains. Understanding of the local character and applying it may increase the value of a development and ensure that the important local character remains. [www.planningportal.gov.uk](http://www.planningportal.gov.uk)

### Repairs and maintenance of buildings

B10 Many buildings in the villages are old, having been built long before building regulations came in to effect, before plastics were invented, and before vehicles began damaging structures through impact, chemical attack via exhaust gases, and water damage from splashing through puddles. The need to maintain and repair our older buildings is never more apparent, but it is essential that the correct materials and methods are used to maintain character, but also to ensure that the building continues to live.

# Appendices

B11 Bricks and stone may be bonded together using a mortar, but up until the Great War, most buildings used a lime mortar mix rather than a sand-and-cement mortar used today. Cement mortar is extremely hard and does not flex which can lead to cracks appearing, particularly where foundations are shallow or soft. The rain cannot penetrate cement easily and so it is found that the bricks and stone wear out faster than the mortar joints leaving the mortar exposed. This accelerates wear and buildings will become damp, unstable and ultimately collapse. A lime mortar is no more expensive and no more difficult to use than cement, but it is the better choice for many buildings in the district. Where stone is used, a sand and cement mortar should never be used.

B12 When installing modern features on a traditional building such as satellite receiver dishes, conservatories, replacement guttering and fascias etc, new windows and doors, and damp proofing can all seriously affect the integrity of both the appearance and the way traditional buildings function. Modern materials are often cheaper to buy, but may have a shorter operational life, and also lack the physical qualities that are needed in traditional buildings. However advice is available from HELM (English Heritage's Historic Environment Local Management arm) who offer a wealth of information to help make an informed choice about materials and methods of repair to older buildings. See [www.helm.org.uk](http://www.helm.org.uk).

## Highway and parking advice

B13 Safety is paramount, but modern standardised road designs do not always sit comfortably within historic areas. When designing road layouts it is important that a balance is achieved to allow safe access without detriment to the local character. This means that a bespoke design will be needed.

B14 Historic areas were never designed for the private car and so these environments are spoiled by inappropriate and ill considered parking arrangements. Rural villages often feature heavy machinery and on-street parking is therefore problematic. Bespoke solutions will be required to minimise highway disruption and to maintain local character and amenity.

B15 New accesses should be designed to minimise the loss of boundary vegetation and achieve an appropriate balance between highway safety and amenity.

## Energy conservation and sustainable development

B16 New development can play its part in reducing the risk and impact of climate change. Installing modern environmental systems in an attractive setting can have a serious detrimental impact on the character of the village. Therefore domestic wind turbines, solar panels and photovoltaic cells should be carefully sited to reduce their visual impact. If they cannot be placed sympathetically to limit their visual impact, then consideration of alternatives should be made. Ground source heating and better insulation may be just as effective by reducing consumption instead of generating more power.

B17 In order to reduce carbon emission, it is not only the ongoing costs that should be considered, as methods in construction may also limit environmental impact. Timber, stone, slate and labour from local sources will reduce the amount of travelling required overall thus reducing emissions and maintaining local employment. More information about sustainable construction can be seen at [www.bre.co.uk](http://www.bre.co.uk).

## The natural environment

B18 Any new development on the edge of the village should conserve or enhance the soft landscaped edge by the provision of appropriate tree and hedgerow planting. Hard edges of walls, fences or other structures should be avoided. Selby District Council has a landscape Character Assessment that will assist in understanding the landscape around the villages.

## Appendices

B19 Hedges and trees within the village are an essential part of the character. These should be conserved and reinforced through new planting in any new development whether small or large.

B20 Even small areas of hard landscaping can lead to a sharp decline in local wildlife with the removal of nesting, breeding or feeding habitats. This has a drastic effect on our natural ecosystems and so hard landscaping and removal of vegetation is strongly discouraged.

B21 Many plant and animal species that have declined in the wider landscape in recent years are increasingly dependent on the opportunities provided to them through the built environment, such as putting up bird and bat boxes, making ponds, and planting native trees, shrubs and wildflowers. Indirect actions such as using peat free or home-made compost also benefit wildlife. Further information can be found from the Natural England website: [www.naturalengland.org.uk](http://www.naturalengland.org.uk).  
Flooding

B22 Much of the District lies in the *severe* flood risk area, but all areas may be susceptible to some form of flooding. Flooding can include short term flash flooding after a heavy downpour which can cause localised damage. There are two considerations when designing out flood risk: a) the impact of flooding on a development, and b) the impact of the development on flooding. The following advice is generic, but does not imply that all areas are at risk of severe flooding. Detailed advice about how to cope with flood risk - including maps showing those areas most at risk - can be found on the Environment Agency's website [www.environment-agency.gov.uk](http://www.environment-agency.gov.uk), or through planning application stage or pre application process.

B23 To reduce the impact of flooding on a development, consider the plot in relation to slopes, water courses and known flood risk areas. If a flood is likely or possible, how would the water affect the development? Building on stilts and raising the ground floor level of the building may not be the answer, as the dry occupants would still be trapped because they would still be surrounded by water.

B24 Water storage capacity is particularly important; hard landscaped areas such as paved parking areas and driveways should be avoided, instead a permeable surface such as gravel is able to absorb water much more easily and hold it, prevent it escaping and building up elsewhere. It will also slow any flowing water down, and this will reduce the risk of impact damage. Collecting water from the down pipe in a butt may also assist in reducing the amount of water that the ground has to cope with. Trees and large vegetation help to bind soil together to prevent land collapse, so in areas where there are no trees, consider planting some to make sure the land can take the weight of water it holds.

### Crime prevention

B25 Selby is generally a low crime area, but there are simple steps that can be taken to reduce the risk of crime further still in new development. For example, clear definition between public and private spaces, siting buildings to ensure areas are overlooked, removing potential hiding places, and designing buildings that are not easily broken in to.

B26 "*Secured by Design*" is a publication by the Association of Chief Police Officers that sets out these and other simple but effective methods of reducing the opportunities for crime. Schemes that meet the criteria set out are eligible for awards, and may attract lower insurance premiums. A copy may be obtained here: ACPO CPI, First floor, 10 Victoria Street, London SW1H 0NN. Phone: 0207 084 8962 or Email: [acpocpi@acpo.pnn.police.uk](mailto:acpocpi@acpo.pnn.police.uk).

B27 In addition, North Yorkshire Police have specialist Police Architectural Liaison Officers who would be pleased to offer 'designing out crime' advice in respect of development proposals. They may be contacted on 0845 6060247.

Selby District Council

Civic Centre

Doncaster Road

SELBY

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*Photographs by Michael Wright except those attributed otherwise*

