

Ulleskelf

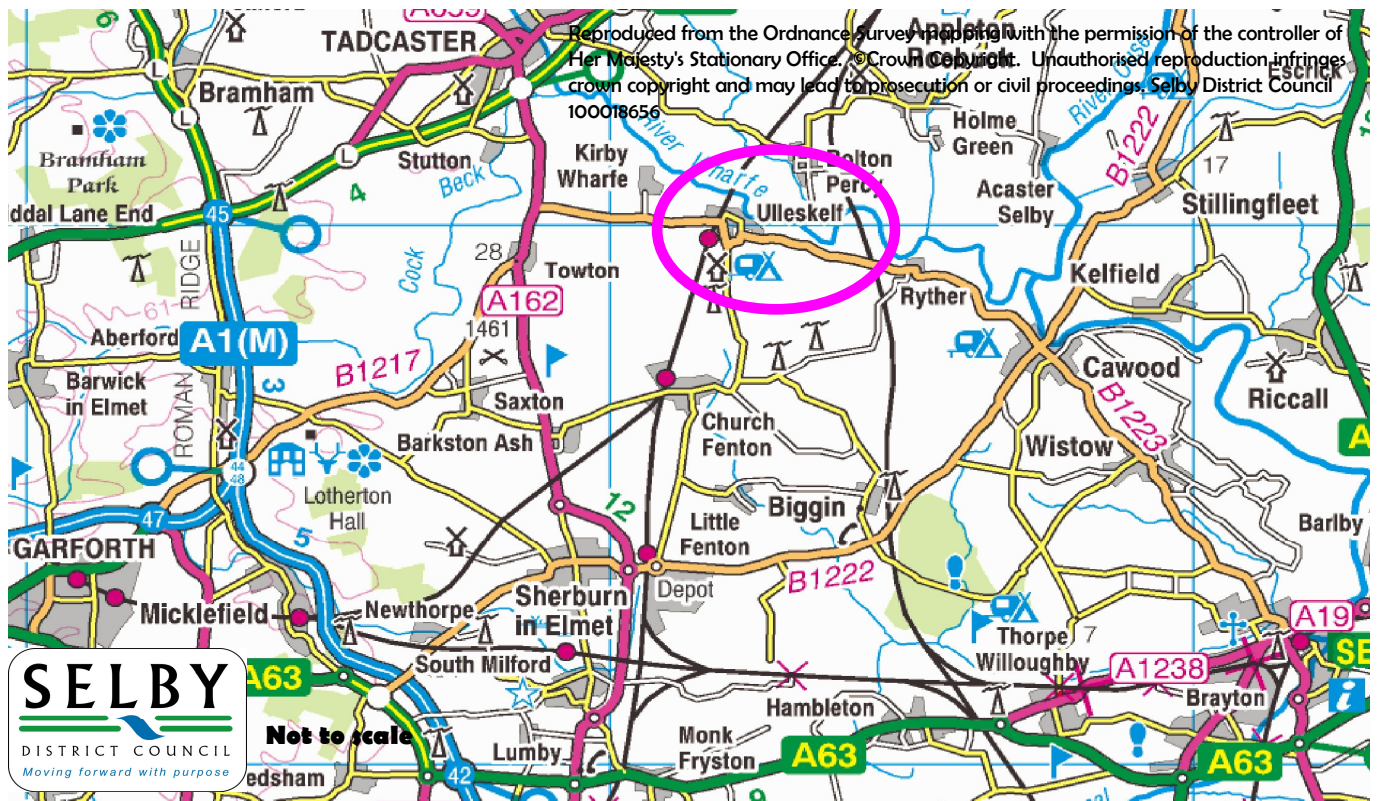


Village Design Statement Supplementary Planning Document February 2012



Purpose of a Village Design Statement	1	To Provide a record of local distinctiveness by describing the unique qualities and character of the village.
The Ulleskelf Village Design Statement	1	
Introduction and History	2	
Character Area maps	3	
Character Summary	5	To identify the key features and characteristics of the local natural and built environment to be respected and protected from the impact of inappropriate development.
Character Area 1: Main Street	6	
Character Area 2: Hallgarth Close	8	
Character Area 3: West Garth	8	
Character Area 4: Church Fenton Lane	9	
Character Area 5: Ryedale/Wheatdale Close	9	To provide design guidance for new development so that change is managed and development is in harmony with its setting.
Character Area 6: Barley Horn Road	10	
Character Area 7: RAF Church Fenton	10	
Appendices		
What is a Village Design Statement and how do I use it?	11	To achieve a higher standard of sustainable design and where possible to enhance the local environment.
General advice for prospective developers	13	
		To increase the involvement and influence of the local community in the planning system.

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 a consensus can be achieved, and local character can be maintained.

The Ulleskelf VDS

1.6 Ulleskelf is a small farming community on the bank of the River Wharfe. Its traditional linear layout has been severed by the railway line, but its inherent character remains.

1.7 Variety in the narrow street layout together with variety in the buildings is the key to the character. Some later developments have introduced standardisation and uniformity, but these are few.

1.8 The VDS also covers parts of RAF Church Fenton air base which lies within the Parish, as most of the houses have been sold on the open market.



Above: one of the two tight bends in the main street at Ulleskelf.

Introducing the village

1.0 The village of Ulleskelf lies in close proximity to the River Wharfe and is situated 4 miles from Tadcaster, within the Selby District. The name Ulleskelf refers to “Ulf” or “Ulfr’s” “shelf of land” – the flat land rising from the River Wharfe. Ulleskelf along with Grimston and Kirkby Wharfe were originally Viking settlements. In the Domesday survey Ulleskelf was known as Oleschel and was part of the Archbishop of York’s land.

1.1 The stone used in building York Minster was quarried from nearby Sherburn-in-Elmet and it is believed that Ulleskelf was the crossing point for the stone on the way to York before the Bishopsdyke was built.

1.2 In 1740 a fire is believed to have spread through the village and damaged many properties.

1.3 In 1872 Lord Londesborough donated a parcel of land adjacent to the railway for the provision of St John’s parish school (closed in 1990) while nearby Kirby Wharfe had the school for girls.

1.4 Ulleskelf village is in close proximity to the Grimston Park Estate, so the Estate allowed the village to rent some land for a cricket pitch. As the park’s ownership broke up over the years, Ulleskelf became a village in its own right. Nevertheless the village cricket/sports ground still remains on the outskirts of the village.

1.5 Today, the amenities in Ulleskelf include a general store/garage, post office and village hall, Methodist chapel and the Ulleskelf Arms Public House. The railway station opened in 1839 provides a few trains a day to York, Sheffield and Leeds.

1.6 The railway has carved a route through Main Street and separated Ulleskelf from itself. The road bridge built to restore the link is a dominant feature in the village, offering unattractive views towards it, but compensating with long-distance views from the top.

1.7 Feature buildings include some grade II listed buildings scattered through Ulleskelf village; *Manor Farm* in Ings Road, *Church View* and *Rosedene* in Main Street.

Village layout

1.8 The landform of the village is flat, and is a natural flood plain for the River Wharfe. The village was originally a farming community built on the route that follows the course of the Wharfe, and a couple of farms remain operating in the village today. The village is a low density, linear village with narrow and twisty roads.

1.9 Although mostly 2 storey, houses in Main Street are cottage style, , houses are a mixture of sizes with the centre of the village more cottage style, and larger grander villa houses added later, and eventually with some post-war suburban style estates. Because of the location of the railway bridge, the main road now bypasses Main Street to the south.

1.10 An unusual characteristic of the village is the number of cul-de-sac/no through road ways. This is due to several factors: the railway line severing traditional routes, gradual development of large plots and small farms creating small clusters, traditional paths to the river or other feature that have a natural dead end. Overall, the character can be said to be variety.

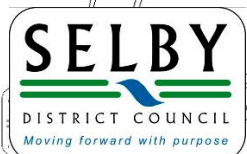
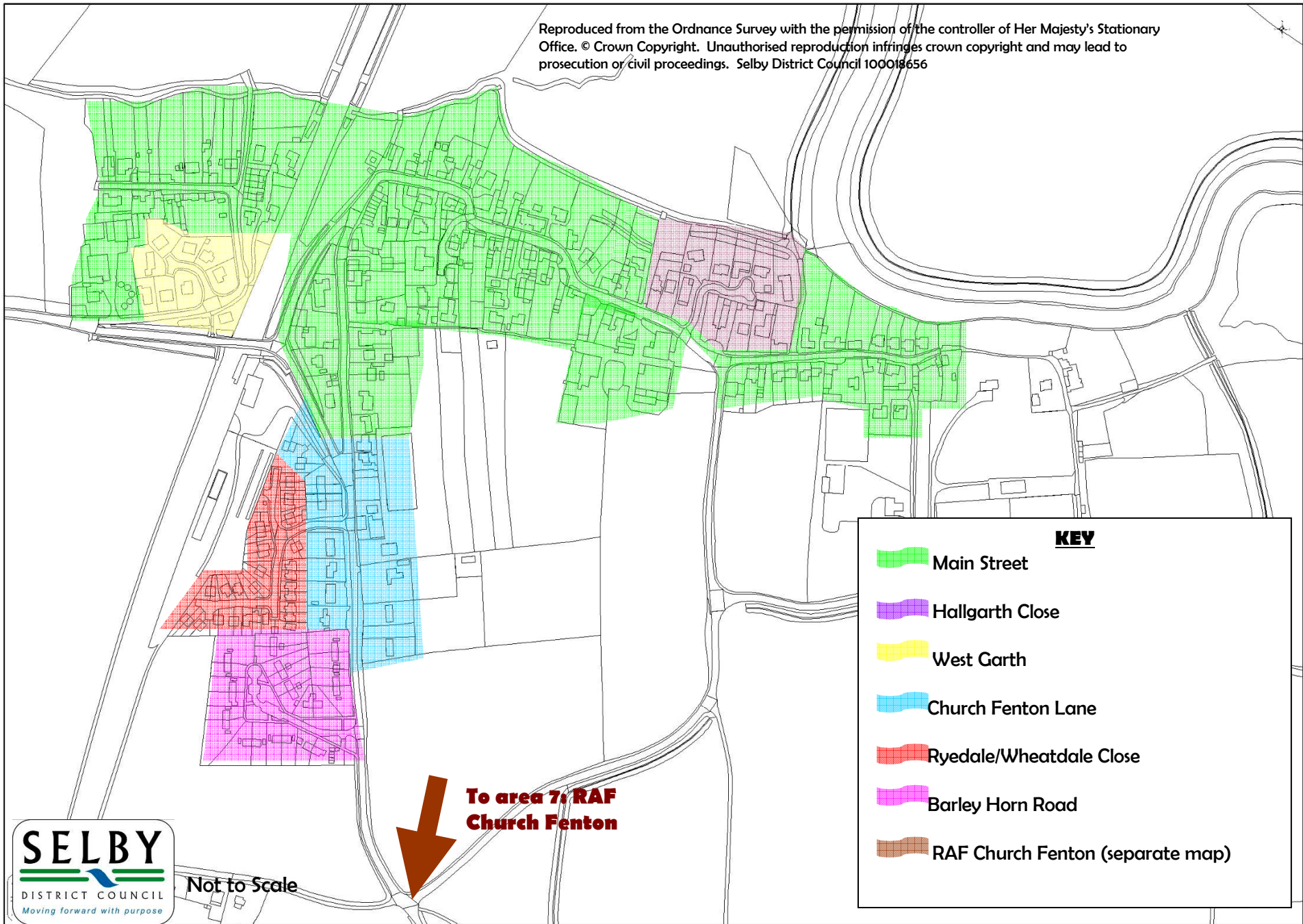
1.11 The orientation of buildings is particularly important to maintain, as anomalies do stand out.



Materials

1.12 Brick is the building material of choice in Ulleskelf. In some houses several materials are evident and it is thought that perhaps after severe flooding, the houses may have been repaired with whatever materials could be sourced at the time. Roof tiles are almost always an orange pan tile, only later buildings use artificial/concrete tiles. Some more recent development has introduced a number of alien features, such as the gable windows and roof lights.

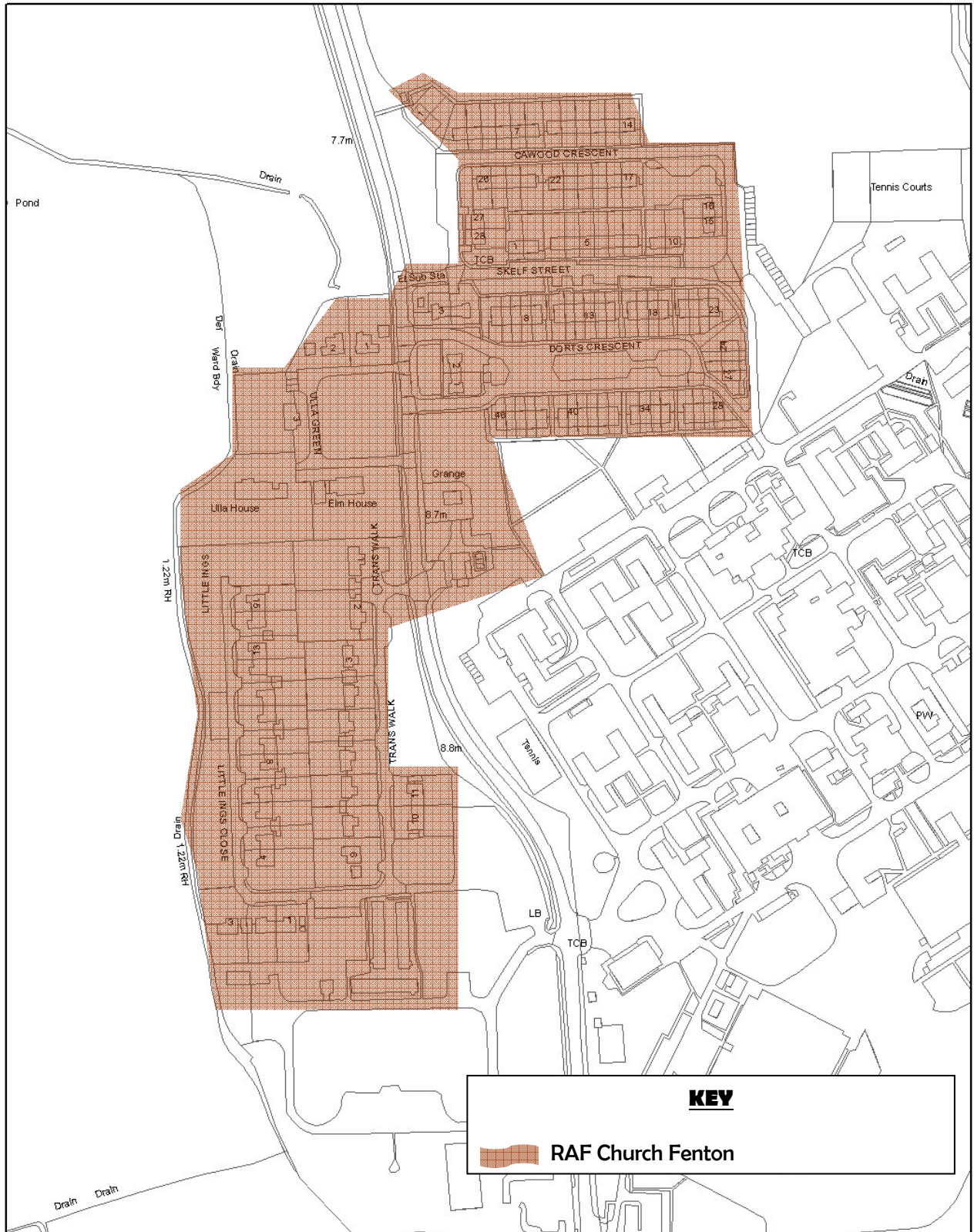
Reproduced from the Ordnance Survey with the permission of the controller of Her Majesty's Stationary Office. © Crown Copyright. Unauthorised reproduction infringes crown copyright and may lead to prosecution or civil proceedings. Selby District Council 100018656



Not to Scale

**To area 7: RAF
Church Fenton**

Character Areas



0 20 40 80 Meters

Reproduced from the Ordnance Survey mapping with the permission of the controller of Her Majesty's Stationary Office. ©Crown Copyright. Unauthorised reproduction infringes crown copyright and may lead to prosecution or civil proceedings. Selby District Council 100018656



Character Summary

Character areas

2.0 Ulleskelf has had a lot of change over the years, and development has occurred piecemeal. The change in tastes over these years has resulted in a huge variety of styles and designs. Nevertheless there are a handful of areas that can be identified as distinct from the neighbouring ones, and these are set out below. The village is split in to 7 character areas, as shown on the maps overleaf.

- Green – Main Street – oldest part of the village – single street/farms, houses one at a time. Later houses followed plot layout so are still in same character area
- Purple – Hallgarth Close - suburban infill cul-de-sac – large, similar houses
- Yellow – West Garth bungalows
- Blue – Church Fenton Lane - street has developed following arrival of railway as traffic now bypass the Main Street
- Red – Ryedale/Wheatdale Close - 1990s suburban volume house builder's estate
- Pink – Barley Horn Road - small cul-de-sac of semi-detached houses.
- Brown – former MOD housing at RAF Church Fenton (separate map)

Main Street

Variety

- No neighbouring buildings are alike in size, proportions or materials.
- Buildings mainly open directly on to the street
- variety of building line, materials and design
- roofs all gables.
- rectangular footprint
- horizontal emphasis
- Eaves facing the front
- 2-storey or bungalow
- mixture of brick, stone and render

Hallgarth Close

- identical plots
- Each house is different
- 2 storeys tall
- footprint is rectangular

- several extensions and wings on all sides
- dormer windows, protruding gables and porches add variety.
- each house is elaborate
- orange brick or limestone
- variety of red/ brown/ orange roof coverings.

West Garth bungalows

- identical houses
- orange brick
- infill panels in yellow stone
- brown concrete tiles.
- identically-sized gardens
- open plan
- some extensive hedges

Church Fenton Lane

- 2 storey
- detached houses all of similar size
- concealed by hedges and trees.
- Each house is different
- bungalows
- variety of materials
- rectangular footprint
- gabled roofs
- low stone or brick wall and hedge boundary

Ryedale/Wheatdale Close

- similar houses,
- uniform plots
- open plan front gardens

Barley Horn Road

- prefabricated semi-detached houses.
- identical houses
- small grassed area in a cul-de-sac.
- "gravel board" pre-cast concrete slab walls
- orange pan tile
- some timber panelling to the gables

RAF Church Fenton

- range of officer's and servicemen's quarters
- typical MOD architecture and layout
- "Garden City" style
- grass verges and avenue of trees
- 2-storey,
- built in brick (sometimes with render) and tiled roofs.
- neat and simple houses

Character Area 1: Main Street

3.0 The largest area of Ulleskelf is made up of a single street that was severed by the coming of the railways. Several (converted) farms remain in the street that continue the rural character. Some of these have been developed with short terraces or a handful of houses creating courtyards or small cul-de-sacs. The number of these is great for such a small village and very unusual in Selby District.

3.1 Ulleskelf's original character is variety. No neighbouring buildings are alike in size, proportions or materials.

3.2 Buildings often open directly on to the street, but there are also numerous examples of front gardens.

3.3 Moving along the street there are two 'chicanes' that emphasise the narrowness further. Houses continue the variety of building line, materials and design although the roof shapes are all gables.

3.4 The overall flavour is a rectangular footprint, with a horizontal emphasis (front elevations are wider than they are tall). A simple gabled roof, mostly with the eaves facing the front is the dominant roof shape. Buildings are close to the footpath and around 60% open directly on to the footpath, but the actual depth of other frontage varies.



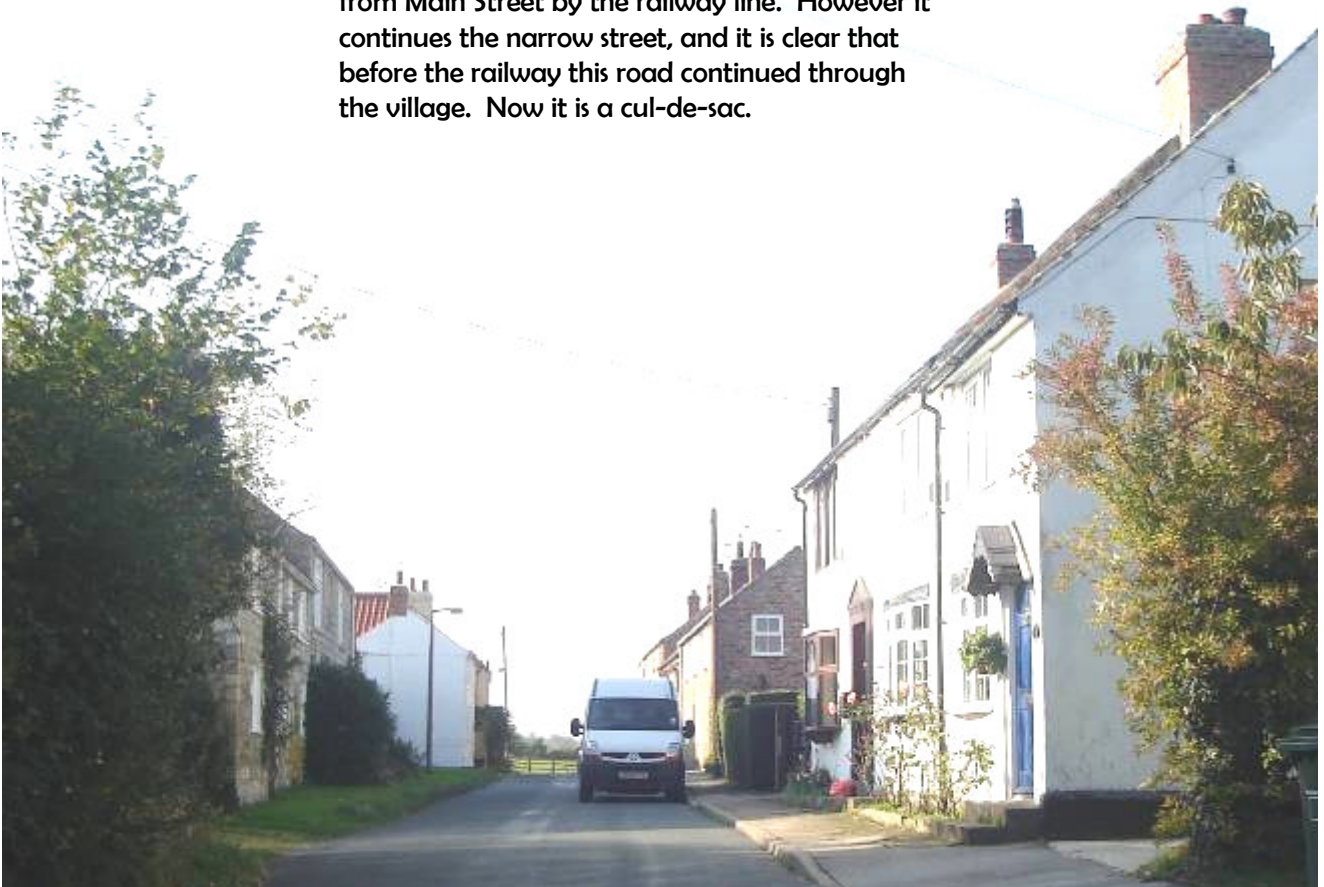
Character Area 1: Main Street

3.5 Over the years the houses have been personalised such as rendering which continues the variety of materials in Main Street, however the main building material is a red/orange brick.

3.6 The top of Church Fenton Lane is built at a lower density than Main Street, with larger gardens and gaps between buildings. The 2-storey or bungalow houses keep the heights low, although some roof void conversions reveal 2nd floor windows in the gable ends. A mixture of brick, stone and rendered buildings on both sides.



3.7 West End Approach (looking west) is severed from Main Street by the railway line. However it continues the narrow street, and it is clear that before the railway this road continued through the village. Now it is a cul-de-sac.



Character Area 2: Hallgarth Close

Character Area 3: West Garth

Hallgarth Close

4.0 Hallgarth Close is a small cul-de-sac developed in the rear gardens of properties facing Main Street and Ings Road.

4.1 Six properties are arranged in identical plots around the curved road. Each house is different, but there are several characteristics that link them: each is 2 storeys tall, and the footprint is basically rectangular, but several extensions and wings on all sides develop the basic shape. Further shape is developed through details such as dormer windows, protruding gables and porches. Therefore each house is elaborate relative to the simpler styles found in Main Street, and each is different from its neighbouring ones.

4.2 Materials vary, but orange brick or limestone are used in walls, with a variety of red/ brown/ orange roof coverings.



West Garth

5.0 West Garth is a small development of around 10 bungalows in a cul-de-sac, slotted in the gap between the original road (West End Approach and Main Street), and New Road which was created when the railway bridge was built.

5.1 The estate is typical of its era, with identical houses. Built in an orange brick with infill panels made in a yellow stone, and brown concrete tiles.

5.2 The identically-sized gardens are open plan, although some extensive hedges mark the boundaries of some houses.



Character Area 4: Church Fenton Lane

Character Area 5: Ryedale/Wheatdale Close

Church Fenton Lane

6.0 Church Fenton Lane is well known for its garage and small shop which is popular with passers by for the military vehicles that are parked in the forecourt.

6.1 The 2 storey 1980s detached houses on the east side are concealed by hedges and trees. Each house is different, but reflects the taste of the period.

6.2 On the west side are 1980s style bungalows in a variety of materials but all of similar size. The simple rectangular footprint and gabled roofs give commonality, and a low stone or brick wall and hedges mark the front boundary.



Ryedale/Wheatdale Close

7.0 This development is built around two cul-de-sacs emanating off Church Fenton Lane to the west of the village.

7.1 Each road features an arrangement of similar houses, typical of volume house builders in the 1990s. A blend of styles and influences to create more variety is applied to the development.

7.2 Each plot is uniform, with open plan front gardens. Unusually for Selby District, some of the roadway is made in mono block instead of Tarmac.



Character Area 6: Barley Horn Road

Character Area 7: RAF Church Fenton

Barley Horn Road

8.0 Barley Horn Road and a handful of properties facing Church Fenton Lane are made up of prefabricated semi-detached houses. The identical houses are arranged around a small grassed area in a cul-de-sac.

8.1 Built in “gravel board”, a pre-cast concrete slab fastened to an internal frame, these houses were built quickly to satisfy a pressing housing demand. An orange pan tile is used on the roof with some timber panelling to the gables.



RAF Church Fenton

9.0 Although named after another village, the RAF airbase lies within Ulleskelf Parish. As the base's importance has waned, the number of personnel on site has also reduced resulting in the sale of land and property. A range of housing including officer's and servicemen's quarters is now in individual ownership and has created a strong sub-community identity.

9.1 The estate is typical of MOD architecture and layout, offering a “Garden City” style of town planning. Long streets flanked by grass verges and an avenue of trees create a leafy suburban development. Houses are traditionally 2-storey, built in brick (sometimes with render) and tiled roofs. Architecturally they adopt a range of influences from the home counties to produce neat and simple houses, but of an “anywhere” style. However there is a strong MOD influence shown in the



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:

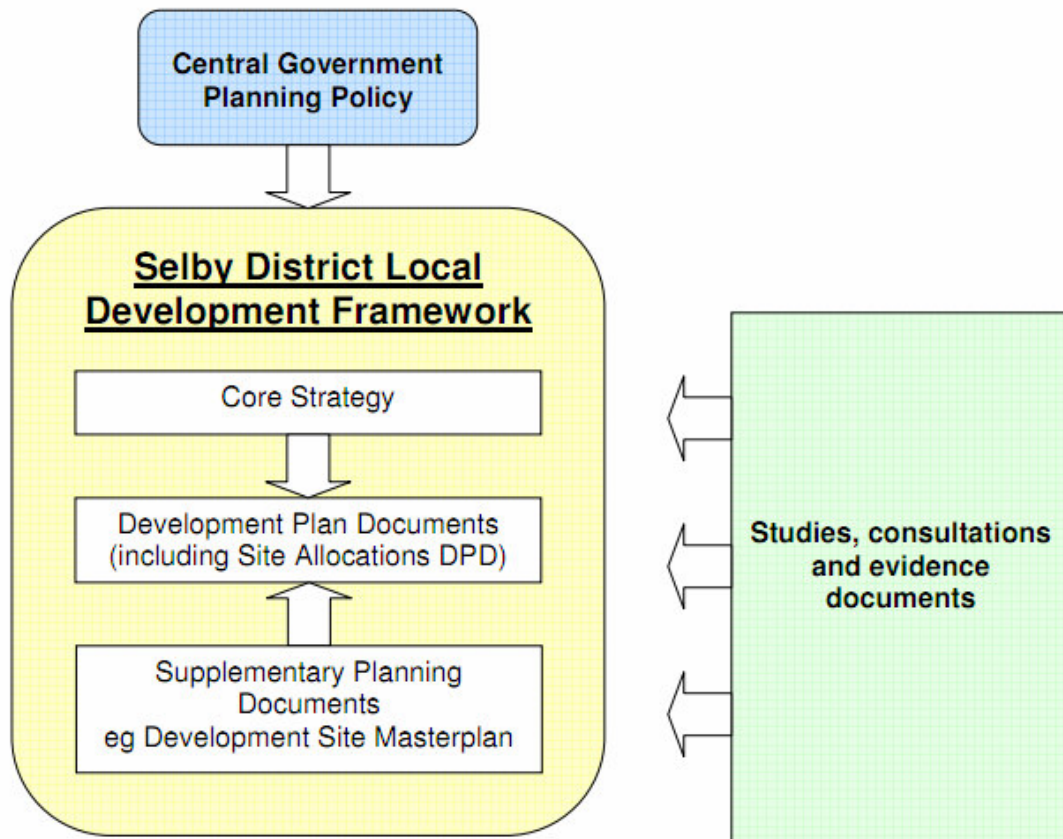
“ENV1: Proposals for development will be permitted provided a good quality of development would be achieved. In considering proposals the District Council will take account of

- 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

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.

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.

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.
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, 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.

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

YO8 9FT

01757 705101

