

Airmyn Parish Council

Parish Design Statement



AIRMYN PARISH DESIGN STATEMENT

INTRODUCTION

The Parish of Airmyn is an attractive and historic settlement that possesses great charm and character. If these assets are not to be destroyed in the process of accommodating new development, great care will have to be exercised in the formulation and execution of future planning policy towards the Parish.

The Goole Rural District Map Report classified Airmyn as a "Parish possessing significant character which should be the subject of regulated development". This designation, while ruling out large-scale development that would overwhelm the original nucleus, recognises that possibilities for expansion on a relatively small scale do exist within the Parish. It is the purpose of this Parish Design Statement to determine the amount and location of such development which is consistent with the maintenance of the character and structure of the Parish. The Design Statement will also identify historic characteristics and features of the Parish that should be preserved and result in a community policy for the future development of Airmyn.

SITE AND SITUATION

The Parish is situated on the right hand bank of the River Aire, half a mile upstream from its confluence with the Ouse, on the slightly higher ground found on the outer edge of a meander. Physically the area consists of a flat and relatively featureless plain, which, in the environs of Airmyn nowhere rises about 25ft. John Grey in his study of Airedale in 1891 refers to the "broad and hill-less land of dike and fen, and deep mud flats that surround the effluence of the river at Airmyn". The settlement lies roughly one mile to the north of Goole and is approximately three miles south west of Howden and seven miles east of Snaith.

DEVELOPMENT

Airmyn was established in the years following the Norman Conquest as a 'new town' to handle water-borne trade. The early settlement possessed a castle and was occupied largely by traders and fishermen. The ferry at Booth was important for both civic and military purposes and is mentioned as a valuable source of income in a charter of 1130.

In common with many other settlements in the area, the name and development of Airmyn owe much to Dutch influence and to their genius in land reclamation. Grey interprets the name as meaning "the mouth of the easy flowing river" and this situation has exercised considerable influence over the subsequent development of the Parish. Prior to the railway age, the Ouse and Aire were the chief commercial highways of the region and the importance of Airmyn as a port was firmly established. In the eighteenth century a regular service for passengers and cargo existed between the Parish and London. With the development of Goole, the function disappeared, although Airmyn retained its maritime links and in 1891 Grey was able to write that it was "occupied chiefly by artisans employed at the (Goole) docks".

Consequent upon the drains and flood prevention works pioneered by the Dutch, agriculture became an important factor in the development of the Parish. The Parish became increasingly oriented towards an agricultural way of life. With the decline of the Aire as a transport artery and the rise of Goole as a port, agriculture overtook the other functions of the Parish and it became a primarily agricultural settlement.

In more recent years the Parish has undergone further changes and has developed more rapidly than had hitherto been the case. Thus, the relatively large area of modern development of the north-eastern side of the old settlement is occupied, to a large extent, by people who travel elsewhere to work and Airmyn has adopted some of the functions and characteristics of a dormitory settlement.

COMMUNICATIONS

Railways

The importance of the Aire as an early factor in the settlement's development has already been noted. With the replacement of river transport by the railway, Airmyn became less well related to the regional communications network. Indeed, Airmyn station was almost two miles from the village on the Goole to Selby line. This line is now closed and the nearest passenger facilities are at Goole with trains to Leeds, Hull and Doncaster.

Roads

The Parish is better placed with regard to the existing road network. The village lies along the C23 Airmyn Road, while the A614 passes along the south and east of the Parish. Additionally the M62 motorway passes less than half a mile to the south-east with access from the A614 at junction 36. Thus, the transportation advantages enjoyed by the Parish in the age of water transport, which were lost in the railway era have been restored by the construction of the motorway.

Bus Services

There are bus services every day to Goole and Selby and a good road network ensuring that residents can access the rail network, employment, retail and leisure and primary health care.

Footpaths

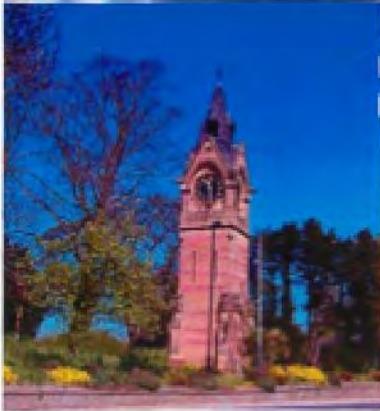
Airmyn possesses numerous well used footpaths, all of which are in relatively good order, one having a tarmac surface. One links the village with the A614 to the east, acting as a short-cut to Goole and being used by both cyclists and pedestrians. A footpath follows the line of the embankment along the Aire, and provides a pleasant traffic-free riverside walk, affording fine views of the attractive High Street. There was a footpath along Airmyn Lane from the Household Waste Site to meet the A614 Rawcliffe Road, this has since been incorporated into the existing road. The Council wishes to re-establish this footpath to provide access to the nearest shop located at Glews Garage petrol station.

POPULATION

Today, Airmyn has a population of about 800 living in 330-plus households. According to the most recent census (2001), the majority of residents are aged between 45 and 64, followed by the 24-44 age range. In 2001 there were 33 under 4s, 83 children aged 5-15, 72 people in the 16-24 category, and 136 people aged 65 or over, (of these, 57 were 75 or older).

ECONOMIC STRUCTURE

The Parish Plan Report 2007 reveals that the majority of residents are in full time employment, closely followed by retired people.



In terms of employment structure the Parish Plan shows the following:

- 164 in full time employment
- 63 in part time work
- 22 self-employed
- 7 unemployed

These figures reflect that Airmyn is indeed largely a commuter and retirement Parish. Whilst the significance of agriculture as a source of employment in the Parish, the high quality of the surrounding agricultural land has already been

noted, and the area up to the Goole Parish boundary is classified by Department of the Environment, Food and Rural Affairs as being of Grade I category.

It is noteworthy that a high percentage of the employed population obtain employment within the Goole area, although it is clear that employment further afield is also popular and this is made easier by the good road networks, particularly easy access to the M62. The Parish Plan has shown however that 39 people are directly supported by employment in Airmyn Parish which has been made possible by the industrial and retail developments close to the motorway.

SERVICES

Water

No particular problems are envisaged with the domestic drinking water supply. A main runs along High Street with a main also in the Park Road area. The system was reinforced in the 1970s.

Gas

Gas was introduced to the Parish in the 1980s and has become a popular source of domestic fuel provision.

Electricity

No problems are envisaged with electricity supply. There are two ground mounted sub-stations which will accommodate future additional supplies should they be required.

Sewerage

The village continues to be served by an existing sewerage works, just west of Cornhill Farm.

Drainage

Surface water drainage in the Airmyn area is particularly difficult and two drainage schemes have been implemented by the East Riding of Yorkshire Council in the past four years. These are designed to take surface water from the High Street, via pumping, to the Towns Drain to the east of the Parish. However, more work is needed on High Street to further improve the situation.

COMMUNITY FACILITIES AND SERVICES

Education

The Parish possesses a primary school on Percy Drive. It has a games field, playground, wildlife area and pond. Children leave the Parish school to attend secondary schools in Howden, Carlton, Goole and Snaith.

Community Building

Airmyn possesses a Memorial Hall on Woodland Way, constructed in part with a gift left to the Parish by Alderman Walker. The Hall is managed by a charity.

Recreation

The Parish has a 6.5 acre playing field which incorporates the Memorial Hall and a county standard bowling green. The playing field is managed by a charity and offers a play area for younger children and facilities for teenagers, funded with grants from a range of sources in 2005/06 and 2008.

Religious Building

St David's Church occupies a relatively central position on High Street.

Shop

There is currently no shop in the village however there is a shop within the Parish boundary at Glews Garage Petrol Station at junction 36 of the M62. The Post Office operates from the Memorial Hall.



Public House

The Percy Arms public house is in a central position in High Street. It offers bar meals as well as occasional entertainment.

Petrol Station

Glews Garage is within the parish but within one mile of the village.

Mobile Library

The East Riding of Yorkshire Council mobile library visits the Parish on a fortnightly basis, stopping at various locations.

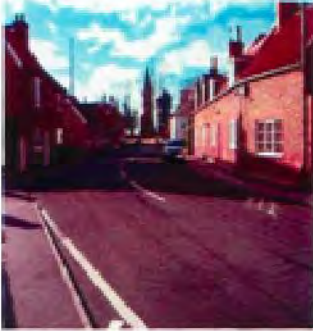
Care for the Elderly

The Old Vicarage has been converted to a privately run care home for the elderly. There are also 8 semi detached houses which are administered by the East Riding of Yorkshire Council and these should be retained in the village.

ENVIRONMENT

The quality of the environment, whilst varying somewhat between the different sectors of the Parish, is generally good. Airmyn continues to merit its classification in the Rural District Map Report as possessing "significant character".

This is especially the case along the High Street, where the tightly-knit grouping of cottages and larger dwelling on the eastern side of the road create an attractive and well-integrated street scene. Particularly noteworthy in this respect is the grouping of



Airmyn clock tower and High Street

cottages, south of Airmyn Hall. To the north, the roads turn away from the river and buildings are present along both sides. The Beverley Memorial Tower to the south-west and dwellings to the north-east abutting directly onto the road, terminate the views out of this section and create the illusion of an enclosed space flanked by attractive cottages.

Development has now elongated the built-up area along Airmyn Road. To the south-west a short cul-de-sac of former local authority dwellings and several bungalows have been added, whilst to the north-east a ribbon of post-war bungalows extend along Bridge Road, towards Boothferry Bridge. In more recent years, substantial development has taken place at the rear of the High Street comprising modern 1970s and 1980s style family homes. These developments boosted the population of the village in these areas and thereafter.

While the modern developments tend to be uncharacteristic of the historic village, they do not detract unduly from the generally pleasing village environment. The characteristic building materials in Airmyn village are red-brown bricks and red pan-tiles, though roofing materials of other shades and colours are present on recent structures. Much of the intrinsic character of the Parish arises from the fact that the old buildings have mellowed to a pleasing natural harmony with each other and their environment. These buildings are generally simple in style and human in scale, contributing greatly to the Parish attractiveness.

St David's Church, Airmyn Hall and the former Parish school, all on High Street are listed buildings (Grade II). Especially significant in the creation of an attractive environment are the considerable number of mature trees which are present within the Parish. Important in this respect is the line of chestnut, elm, sycamore and limes which extends along the right bank of the river from Tofts Farm to the Beverley

Memorial Tower and the continuation north-east along Bridge Road, those in the churchyard and two small copses on the eastern side of the village. A further factor which contributes to the general attractiveness of the visual environment is the absence of a clutter of poles and overhead wires.

During the late 1990s the parish council worked in partnership with East Riding of Yorkshire Council to enhance the street lighting in High Street. This has resulted in a soft lamp being used on the columns and embellishments being added to the black painted columns to give them some character and enliven the street scene.

A very attractive group of eight houses, known as White City, is to be found along the A614 in the direction of Rawcliffe. These were built in 1921, originally for ex-servicemen. The Station Master's house and a row of terraced houses still stands and are occupied on the site of the old Airmyn/Rawcliffe Station near the western boundary of the Parish.

POLICY

A Parish Design Statement for Airmyn Parish has to be considered within the context of the policy laid down in the East Riding of Yorkshire Council Local Development Framework and the 2008 Local Strategic Plan.

The Village

Regulated development can be broadly interpreted as meaning a degree of development which is in scale and character with the existing village form and environment. The ceiling, whilst permitting continued growth and development, will allow the elements of small size and generally pleasing character to remain the dominant characteristics of the village. The primary purpose of this Design Statement is to guide and inform the amount and location of such development, consistent with the maintenance of the intrinsic village character.

The Parish

Increasing mobility means that people are no longer compelled to live near their place of employment and are increasingly seeking residences in rural areas. In conjunction with this, the changing economic structure means that the Parish population is no longer primarily employed in agriculture, but travels elsewhere to work in the secondary and tertiary sectors of employment.



It is likely that construction of the M62 motorway has had repercussions on the demand for dwellings within the Parish of Airmyn. The Parish is more easily accessible from the urban centres to the east and west and it is likely that development will increase. Adherence to the Airmyn Village Plan (1972) has retained the environment and careful planning treatment will be required in future to ensure the survival of this environment.

As has been pointed out previously, the village is surrounded by Grade I agricultural land and DeFRA require that development on land of this quality is kept to the bare minimum.

There are additional valid planning reasons why the growth of the Parish should be contained. The existing Parish nucleus is small and elongated and could soon become engulfed by a proliferation of modern estates on its periphery, becoming little more than a rural suburb. The physical situation of the settlement means that such development could occur on the northern and eastern sides of the old core, and as development progresses would become less well related to the nucleus, increasingly adopting the appearance and characteristics of a suburb and lose those of a rural Parish.

It is clear that the aim should be to contain future residential development broadly within the existing village limits, and to consolidate the nucleus, rather than perpetuate a sprawl over the surrounding agricultural land. The aim would be to protect the surrounding and inner-Parish agricultural land. A Parish Design Statement will be of value in guiding policy decisions on the area in which future development can take place.

RESIDENTIAL DEVELOPMENT POLICY

Within the framework of the above guidelines, the general direction of future residential development has already been largely pre-determined by recent development and unimplemented permissions. What is required is the definition of the precise boundaries of future development and the determination of the means of access thereto.

The general trend of future development has already been established by the development on Beech Avenue in the north and The Paddock, as well as other estate roads and The Crossings in the east. Another contributory factor has been the building of a new school in Percy Drive.

Due to the attractive character of the High Street, resulting in large measure from the tightly-knit frontage development, it is desirable that the number of breaks in this

frontage be kept to a minimum and with the two exceptions mentioned above, no further breaks in this frontage should be considered.

SETTLEMENT PATTERN

The original settlement pattern developed on the High Street and follows the slow curve of the River Aire. Whilst development has spread back from the river, the building line has also retained this curve. Newer building developments are generally widely spaced; most having generous plots. The impression created is of a well spaced settlement although without a definite centre to the village.

New development should:

- Comply with Structure and Local Development Framework policies.
- Remain within the settlement of the village.
- Maintain the overall pattern of roofscape and tree cover.
- Protect and enhance existing open spaces and green within the Parish.
- Be in harmony with the height and massing of neighbourhood buildings.
- Use native hedging plants rather than exotic conifers.

MATERIALS AND DESIGN

The Goole Rural District Map Report recognised the importance of respecting the architectural traditions of the locality in order to attempt to save what remains of the regional traditions in regard to both design and materials so that the Parish will retain its character for many more decades, rather than become engulfed and destroyed by alien and characterless development. The report further stated that "permission will be refused for buildings of poor design and those sited without adequate regard to their setting", and listed Airmyn as a Parish meriting particular attention in this respect. Whilst the Boothferry Borough Local Plan does not provide specific details about the design and materials to be used on new/extending



Differing roof materials that can work well together

development in Airmyn, it also reflects the report in respect of poor design, siting and character of proposed dwellings.

In the case of Airmyn, the attractiveness of the traditional rural domestic architecture arises from the basic simplicity of design, the informal and compact grouping of buildings and the consistent use of red pantiles and red-brown brick. The dwellings, in the form of terraces or individual houses are two storied and usually stand directly adjacent to the road, often at right angles to it. The adverse effect of unsympathetic bungalow development on the High Street frontage has already been noted, and particular care will have to be exercised in the case of any future development if the pleasing character of this street is not to be further diluted.

In the case of property which has deteriorated beyond redemption, attempts should be made to ensure that any necessary demolitions are replaced by buildings of the same design materials and alignment so that the essential unity and charm of the High Street is not destroyed.



Proximity of the High Street to the River Aire

is supported. Such development would be more in character with the traditional architecture of the old Parish and would avoid the danger of monotony which is inherent in the continuing extension of bungalow development.

The Environment Agency has stated previously that bungalow development is not to be recommended due to the risk of flooding should there be a breach of the tidal embankment alongside the Aire or Ouse.

To comply with this recommendation, a design incorporating two-storey terraced or individual dwellings

All building design in Airmyn should be simple. Over elaborate and pretentious designs should be avoided and the building materials should be mostly red-brown brick and red pan tiles.

Roofs

Red pan tile is preferred on the High Street. Away from the High Street a mix of red and grey has emerged and either colour is acceptable.

Windows

The cottages in the High Street have traditional Yorkshire windows mostly, with small panes, though there are some traditional sash windows (as used in the Hall), however, there are few of these remaining. In future, sash windows should be retained and may be provided in wood or UPVC dependent upon whether the dwelling is within the designated conservation area. Various other window styles have developed away from the High Street.



Beautiful chimney pots on a High Street property



Some of the various windows styles used in the High Street

Doors and Porches

The traditional 'Airmyn' door (as it is liked to be known locally although it was probably a design generally well used within the West Riding) exists in a couple of locations. Ideally it would be in the interests of preservation if this style of door could be commended to residents.



The traditional 'Airmyn door'

Other than this, a wide variation of doors exist throughout the Parish. A traditional design compliments older type cottages well and should be encouraged; materials to be dependent upon conservation area designation.

CONSERVATION AREA

The Airmyn Conservation Area is very linear, with the majority of houses facing onto the High Street with no front gardens. Adding to its linear character, only one side of the road has houses, the other side looking across to the River Aire. There is no central focal point in Airmyn; its attractions are located along its High Street like a string of beads and are not concentrated around a central square.



St David's Church Lychgate

The surviving buildings of the present day village are all post-Medieval with most being of 19th Century or later date. However, earlier building numbers include 63, 65 and 67 High Street which formed a single house (now sub-divided) of circa 1700. Also included in the Conservation Area is Airmyn Hall, St. David's Church, the Old Vicarage, the Percy Arms public house, Airmyn School (originally a Sunday school) and another five large properties along the High Street. The church stands back from the High Street, and at the entrance to the churchyard is a wooden lychgate. Outside the Conservation Area but within the Parish is Airmyn Grange Farmhouse, Cottingham Street, Goole (Grade II).

The whole of the Conservation Area is dominated by the banks of the River Aire, which runs along the length of the High Street. Airmyn was a port on the Aire for many years and a number of its cottages began life as warehouses. The trees along the riverbank have preservation orders placed upon them. Anyone proposing to fell, lop or top a tree within a Conservation Area must give the East Riding of Yorkshire Council six weeks notice of such intent.

The riverbank is a valuable amenity for the community, providing footpaths and seats for people to enjoy the views of the river and wildlife.

Farms and outbuildings with a unity of form and materials are also within the Conservation Area. There are a number of grass verges along the High Street; these should be retained in order to preserve the character of the High Street. Modern building materials like UPVC windows, plastic rainwater goods and concrete tiles are already quite common. The remaining historic features should be preserved. It is hoped to make people aware of the value of the Parish's historic features and to encourage their preservation. Therefore any proposal for new housing should be in keeping with the historical fabric of the village and pick upon the size and scale of traditional, local architecture.

INDUSTRIAL DEVELOPMENT POLICY

See the structure plan. There is an industrial site within the Parish boundary to the South East which has a mixture of warehousing and chemical industry.

FUTURE RESIDENTIAL BUILDING

Individual New Houses

These are likely to be on infill plots and a number of plots that were identified for development in the former Airmyn Parish Plan still remain undeveloped. All infill development should have regard to the scale and characteristics of adjoining buildings and those in the vicinity, and the materials, colours and components such as doors and windows should conform to the surroundings.

New housing design should:

- Demonstrate an awareness of the local context in its use of materials, detailing, layout and form.
- Preserve and protect existing trees and where possible, shrub planting.



View from the parish looking east towards Gooles

- Use materials and detailing that complement the adjoining and neighbouring properties.
- Provide landscaping and open space within the development compatible with the surrounding area.
- Comply with policies laid down in the East Riding of Yorkshire Council Local Development Framework.

Alterations and Additions to Houses

Materials to match those used in the existing house should form a feature of alterations and additions, and the building's characteristics should be reflected in the proportion of windows to walls. Some innovations may be acceptable but the aim should be that a few years after completion an extension would appear as if it were part of the original design. Extensions or alterations to houses should:

- Use materials and components that match existing construction.
- Aim at conforming with existing proportions of window to wall and design of roof.
- Comply with policies laid down in the East Riding of Yorkshire Council Local Development Framework, particularly with regard to dormer windows.

Conversion and Subdivision of Large Residential Properties

These require particular care. Access to, and subdivision of sites must be designed so as to preserve features such as trees, boundary walls, hedges and open spaces or replace them so as to match in style what has been lost. Boundaries between individual plots, particularly where readily visible from outside a site, should be defined in a way that retains the original character of the site. Building work should reflect the materials and style of the original buildings. Building of new detached houses in the groups of such properties is discouraged where it would result in overdevelopment; large dwellings even when converted, require curtilages of appropriate size. Conversion of properties or additional dwellings within plots should:

- Retain or replace existing planting.
- Retain or replace existing walls and boundaries.
- Preserve open spaces and views.
- Not increase on-street parking requirements.

Smaller Scale Housing

Whilst the development of Affordable Housing as determined by the Government's definition is not encouraged, the Parish may have a need for residential development which specifically meets the needs of smaller families or households already living and settled in the Parish. Any smaller developments of this type would need to satisfy the high standard of design and development, in-keeping with the rest of the Parish. Any such requirements for smaller housing developments should be in modest numbers so as to be assimilated into the Parish.

Layouts should be designed so that the houses cannot be extended on a scale that would result in the loss of the original purposes. Materials should have regard to the characteristics of the surrounding buildings.

Developments consisting of smaller housing should:

- Be designed in sympathy with the scale, materials and details of surrounding property
- Have a layout that prevents future extensions resulting in the houses losing their original purpose.

Developments on larger sites

Larger developments are likely to be rare, however in such cases the prime need is that, whilst relating to the characteristic of the existing stock in the Parish, the houses should be so varied in materials and style that the effect of uniformity is avoided. The aim should be that after a few years it should not be noticeable that the development was carried out as an 'estate'.

Domestic garages

New garages or extensions to existing garages should use materials which match or relate to existing buildings, particularly where they will be seen from outside the site. Screening with trees or shrubs may be an acceptable alternative.

Non Residential Development within the Parish Envelope

Industrial and office developments should ideally be contained within industrial designated sites but within the Parish itself, any development of this type should be limited in size to preserve the Parish character and building materials should be relevant to their surroundings.

As previously stated the land within the parish is designated by DeFRA as Grade 1 Agricultural Land and so any industrial and office development should be restricted to the designated land within the Parish i.e. land on the Goole side of the M62 Junction 36.

INFRASTRUCTURE RETENTION AND DEVELOPMENT

Roads and traffic management

The main road through the Parish of Airmyn is the C23. Construction of the M62 Motorway helped to reduce the number of HGVs passing through although the road is sometimes used as a shortcut by HGVs and frequently by other motorists thus the volume and speed of traffic is a problem. On-street parking by residents does slow vehicles down.

Action should be taken to:

- Reduce the volume and speed of traffic through the Parish
- To deter motorists from parking in positions which cause danger or inconvenience..

Footpaths and bridleways

Airmyn has a substantial network of footpaths.

- Footpaths and bridleways should be kept open and in good repair.
- Proposals to close any public rights of way should be strongly resisted.



Education

A new primary school was constructed in December 1992. Its capacity is 105, however as of the date of this document there were 96 pupils. 72% of pupils are from outside the local catchment area. It is unlikely that the school would be able to accommodate further development on a large scale.

Environment

Care should be taken to ensure that the attractive environment is not spoiled by intrusive details or lack of awareness as to the necessity of preserving the features which contribute to this attractiveness.

Trees

Trees are an important feature in Airmyn and should be retained. The parish council undertook an in-depth survey of trees in the parish in 2006. Where possible trees should be retained or if do need to be felled due to a reason of safety or similar they shall be replaced with a tree of equal environmental value. ERYC will be encouraged to implement tree preservation orders on single and groups of trees which are visually significant to the Parish.

- Visually significant trees including groups and wooded area in public spaces should be cared for and conserved. When such trees reach the end of their lives they should be replaced suitably.
- Sites should be identified in suitable positions in the Parish for trees to be planted in order to enhance the environment.
- Where visually significant trees are on private land, owners should be encouraged to care for them appropriately.
- A record should be created and maintained of visually significant trees, groups of trees and woodland areas.

SUMMARY AND CONCLUSION

The Parish Design Statement has attempted to determine the location and extent of development which it is felt will contribute most to the creation of a compact and essentially rural settlement, retaining the pleasant character it now possesses and providing the appropriate facilities to promote the maintenance and growth of a true community spirit.