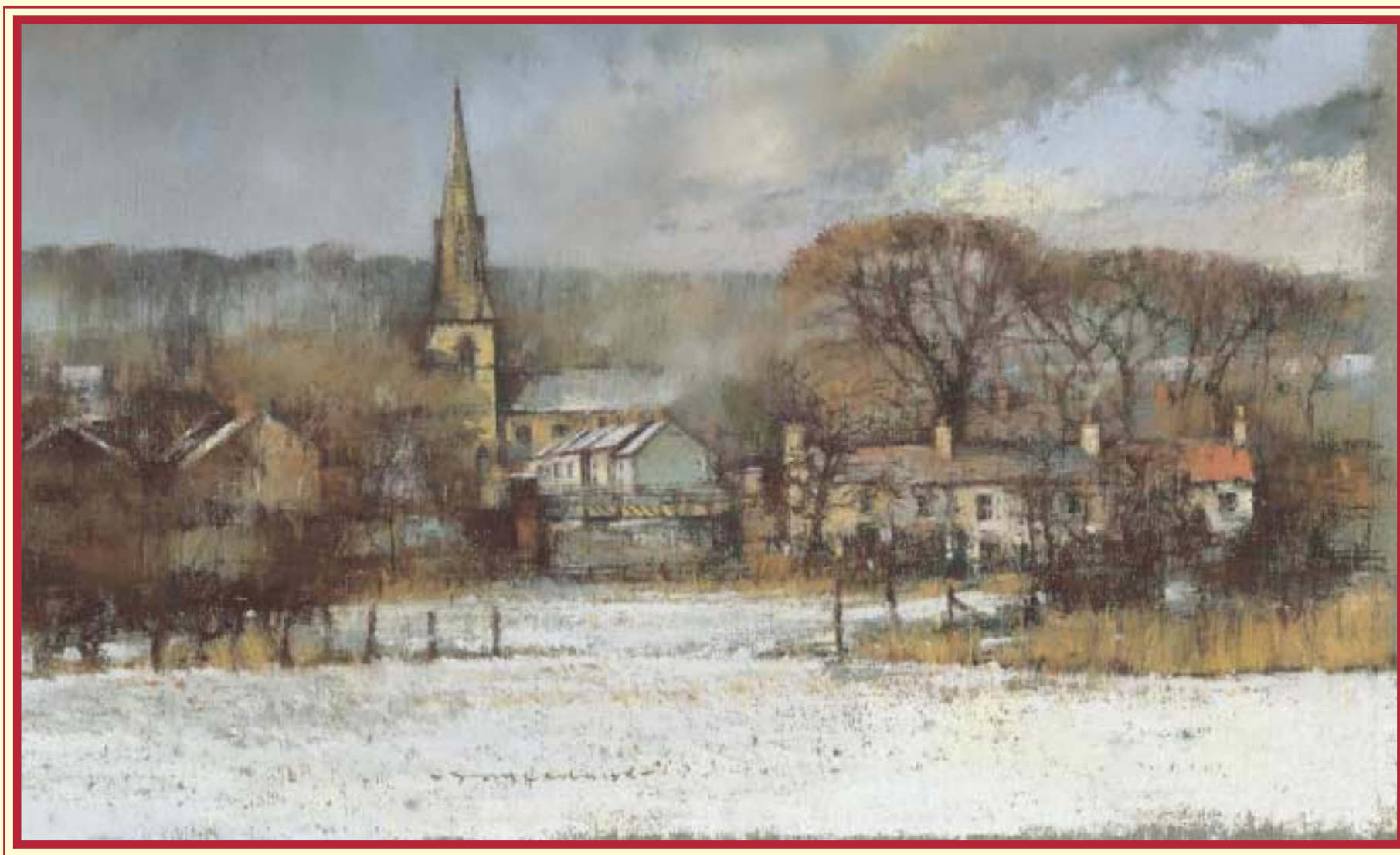




North Ferriby



Village Design Statement

Introduction

Most established villages have evolved over many years and their inhabitants at any period are merely the temporary holders of an ongoing heritage that they must pass on in due course. They are the formers, shapers and builders of the character of the village and as such should be aware of the effects they may have on the village at the present time and in the future.

This Village Design Statement sets out how the villagers of North Ferriby saw their village in the year 2000, what they valued, what they disliked and what they thought should be preserved and passed on in order to maintain the character of North Ferriby. Every villager from 6 to 60 and beyond, from those born in the village to those who had just arrived, had the opportunity to express how they saw the essential 'North Ferriby'.

This booklet now represents those views and opinions in print. It is principally directed at developers, planners, builders, architects, designers and engineers, but it applies equally to householders, local community groups and businesses as well as statutory bodies and public authorities.

Its adoption by the East Riding of Yorkshire Council as a supplementary planning guidance document will assist them and the Parish Council in ensuring that the character of North Ferriby, as influenced by the residents, will be taken into account when planning applications are assessed.

Acknowledgements.

Our grateful thanks to the James Reckitt Trust, North Ferriby Parish Council, North Ferriby Conservation Society, Awards for All, East Riding of Yorkshire Council, Tom Harland artist, the Humber Rescue service, and David Henderson for aerial photography.



The view from Swanland Hill, North Ferriby.

Cover Picture 'Winter Afternoon, North Ferriby' by Tom Harland©

1 The Village Context

1.1. Historic North Ferriby nestles between the last slopes of the Yorkshire Wolds and the wide reaches of the Humber. Nine miles from the busy centre of Hull this separate village affords, from its highest point, unrivalled panoramic views over the surrounding farmland and the river to the Humber Bridge and the northern sweep of the Lincolnshire Wolds.

1.2. The Humber has had a fundamental influence on North Ferriby. From the presence of Bronze Age boats found in its silted banks, the arrival of the Vikings in the ninth century, its naming in the Domesday survey, the nineteenth century jetties (built to accommodate the barges working the clay pits and brickyards which then lay near the river bank) the river has allowed the carrying of goods and passengers to the Lincolnshire shore.

1.3. The village was historically a farming community but in the late eighteenth century a number of wealthy merchants from Hull created small estates in the surrounds of the village, building large houses and gardens for themselves and cottages for some of the people working for them.

1.4. Communications with Hull improved considerably with the turnpiking of the Ferriby High Road, and this became the main East-West axis replacing the previous route of Swanland Hill. However, this was not the only change to give shape to the village, for following the enclosure of land, in 1840 the railway opened its line into Hull and this became an incentive to even more people to leave Hull and settle in North Ferriby.

1.5. The community developed, mainly around High Street and Low Street, and new farmhouses were built, but after the enclosure of the farmland a large proportion of the Parish was bought up to form one large estate. It remained as such until 1910 when some of the land was sold for building and the village started to expand, with development clustered about the railway, and the population grew from 648 in 1911 to 1489 in 1931.

1.6. Following World War II and the 1950s' development boom a considerable expansion of the village took place across the pasturelands of the old farms and some of the estates of the large houses; this has continued until the present day,* raising the population to 3900.

1.7. The increasing use of the main East-West route from Hull through the village brought problems as



Narrow Lane and Old Blacksmith's Forge.



*Honeysuckle Cottage, Station Road.
Built as an estate-workers cottage.*



*30/32 Station Road.
Previously the National School.*



High Street and the junction with Narrow Lane.

* *North Ferriby V.D.S 2000*

the volume of mechanised traffic increased and this was only solved by the building of the A63 bypass which was opened in 1961. This relieved the village of all heavy traffic except for farm machinery, service buses and goods vehicles serving the village shops.

1.8. This was not the only change to occur within the parish. In the 1980s a realignment of parish boundaries between Swanland and North Ferriby incorporated the linear development of a settlement to the east of Ferriby, which had been in progress since the 1930s.

1.9. The expansion of the village population during the last century has been matched by the contraction of farming and the decline of employment opportunities in the village. Today, most villagers who are employed work outside the village, commuting to Hull, Brough and beyond. Those who are working in the village are mainly employed in retail, catering, nursing, education, or are self-employed in building, plumbing or gardening.

1.10. The gradual changes that have taken place over the past 160 years have created a village that has developed in four segments. The older part of the village sits between the railway and the A63, the southern segment lies between the railway and the river bank, whilst the third segment lies on higher

ground to the north of the A63. These three parts evolved over the years with the development of new estates of speculative building, with the fourth segment to the east being that transferred from Swanland in the 1980s. All four segments are now united as the larger village of North Ferriby. The residents regard the village as a compact and self-contained community with a small but comprehensive range of shops, services, schools, and places of worship. They see it in a rural context, set in agricultural and recreational land, which they value very highly for the opportunities this affords them to pursue their leisure and sports activities and enjoy unhampered views across open farmland.

2 The Landscape Setting

2.1. The northern approach to North Ferriby descending Swanland Hill affords a panorama to the left of the open agricultural land that stretches down to the Humber and forms the eastern border to the village, whilst to the right the tree belt shelters the most northerly of the village houses. Approached from the east, the village appears lying in the lee of the Wolds, bordered by trees and farmland and by



*Ferriby High Road, Linear Development.
(NB: The houses shown here are of post-war date.)*



Turners Lane. Houses are concealed behind original hedge and wall.

the fast-flowing waters of the Humber, with the spire of All Saints' Church breaking the skyline.

2.2. To the south, the parish boundary is clearly defined by the bank of the Humber with yet a further panoramic view stretching across the water to the rising ground of the Lincolnshire Wolds in the south and the Humber Bridge in the east. The river bank at the southern end of Humber Road and to the west of the riverside car park, through to the footpath in Long Plantation, is restricted by the private gardens of Southfield Drive which extend to the top of the river bank and free access is not possible. To the east, extending to the boundary of the Parish with Hessle, access to the Humber bank is open, easy and free, a freedom highly valued by the villagers and one that should be maintained.

2.3. The village is physically divided into three by the A63 bypass and the railway, but neither is immediately obvious as they are concealed in cuttings and, apart from occasional noise, they are not obtrusive.

2.4. From the south the village gently rises from the Humber to the Wolds with a band of broad-leaved trees forming the northern skyline. Trees continue to frame the village along its western boundary, through Terrace Plantation and on to the south of the A63.

There (and lying within the bounds of Welton Parish) the trees of Long Plantation form the western boundary down to the bank of the Humber. These trees, together with the many sited within the village, emphasise the picture of North Ferriby as a village settled well within a secluded, wooded area.

2.5. The views to the east are across playing fields and open farmland to the High Road and Basket Road; the latter a traditional green Parish road, and Basket Pond, a recently restored sheep wash, have now been replanted with indigenous trees and the traditional hedge restored.

2.6. To the south east, land by the river that in earlier days was a brickyard, and latterly a council waste tip, has progressively been regenerated during the late 1980s and 1990s to create a wildlife recreational area now called Riverside Walkway. It has been planted with over a thousand broad-leaved trees of mixed species and following the repair and reinforcement of the riverbank its top has been replanted with brambles and natural hedging. In addition the reed pond - a previous clay pit - has been partially cleared to create space for ducks and other waterfowl, whilst the adjacent meadow is host to rare wetland grasses.

2.7. The many mature trees present within the parish form a fundamental and essential element of the



Woodgates Lane



The Triangle. Built 1900-1910.



Nunburnholme Avenue. Built 1900-1910.

character of North Ferriby. They are highly valued by the community, not only for their natural form, but also for their influence on the village environment, ensuring that space is preserved between properties and developments. Any further building, in-filling or alterations which take place in the village should make every effort to preserve existing trees, replace those that may be damaged and plant new trees as a normal element of any future development.

2.8. Throughout the village and parish a number of original field hedges still exist bordering field and gardens. Hedges, made up of hawthorn, holly, beech, alder and elm, together with the surrounding woodlands provide a natural habitat for a wide range of birds and small mammals that grace the gardens in the village and residents are of the opinion that these hedges should be preserved.

2.9. With few exceptions, the private gardens and the surrounding hedges are well cared for and are characteristic of North Ferriby.

Wooden and metallic fencing is almost non-existent and, where used, is confined mainly to the divisional barriers between properties. Householders should be aware that ill-considered and inappropriately designed alterations and improvements to gardens,

houses and out-buildings can have a wider adverse impact on the street setting.

3 The Settlement Pattern

3.1. Unlike the pattern seen in many villages that have developed around village greens, duck ponds or small squares, there is no obvious nucleus around which North Ferriby developed, but rather it has evolved beside the main service road to and from Hull.

3.2. It was alongside this established road that most of the large and influential houses were built, together with the Methodist Chapel, the farms and the public house and all this became High Street. From there to the south ran Narrow Lane, home to the blacksmith's forge, the National School, workers' cottages and then ran on to Humber Road, the railway station and the Humber. Turners Lane also ran south from High Street to the rest of the village, whilst outside the main village cluster to the south east stood the church of All Saints.

3.3. As High Street had attracted the initial development of the village so the coming of the railway created a further development area grouped



*The house at Tithe Farm.
Built 1790.*



*Ferriby House.
Now a nursing home.*



*Stable block to Ferriby House.
Now a telephone exchange.*



*Ferriby Hall.
Now a restaurant.*

around the station. The northern half of Humber Road became Station Road and large Victorian houses were built on generous plots of land which set the pattern of development to the north of the railway into the first decade of the twentieth century when houses were built on the tree-lined roads of Parkfield, New Walk, Nunburnholme Avenue, and The Triangle. To the south of the railway on Marine Avenue and at the Humber Road entrance to the station, more modest houses were built for railway workers and artisans. Similarly, lower Church Road and Grange Lane were developed and Brickyard Cottages were built for workers in the North Ferriby Brick and Tile Company Yards.

3.4. As the twentieth century progressed and the population increased so the demand for more shops grew and a row of purpose-built shops with first floor living accommodation was erected opposite the Church on Church Road. These complemented rather than competed with the established shops of High Street and Low Street, and this situation flourished until the advent of the 'out of village' supermarkets forced the closure of many of the village shops. Those in Church Road have, however, continued and this area has now become the economic centre of the village.

3.5. Building to the east of the village has been limited to the expansion of the linear development on Ferriby High Road; dwellings here are mainly of individual design and reflect the ideas and needs of individual owners rather than the standardised designs of speculatively-built estates. The local hotel, garage, and garden centre are in this part of the village and between it and the main village lies a cushion of green open farmland which is a valued characteristic of the eastern approach to North Ferriby.

3.6. In the post-war years, estates have been built between the railway and the river bank, between Station Road and Long Plantation, and on land from High Street north to the A63 and beyond, together with the in-filling of land made available through the sale of the large gardens considered such a desirable feature of early twentieth century development. All have increased the size of North Ferriby and have diminished the land available for continued development in or around the village. Further construction can only be achieved by the destruction of older properties or incursion into farmland valued by the villagers as a visual amenity.

3.7. With the exception of the surrounding farmland and one or two large gardens on Melton Road and



*Parkfield Avenue.
Houses built 1900 - 1910*



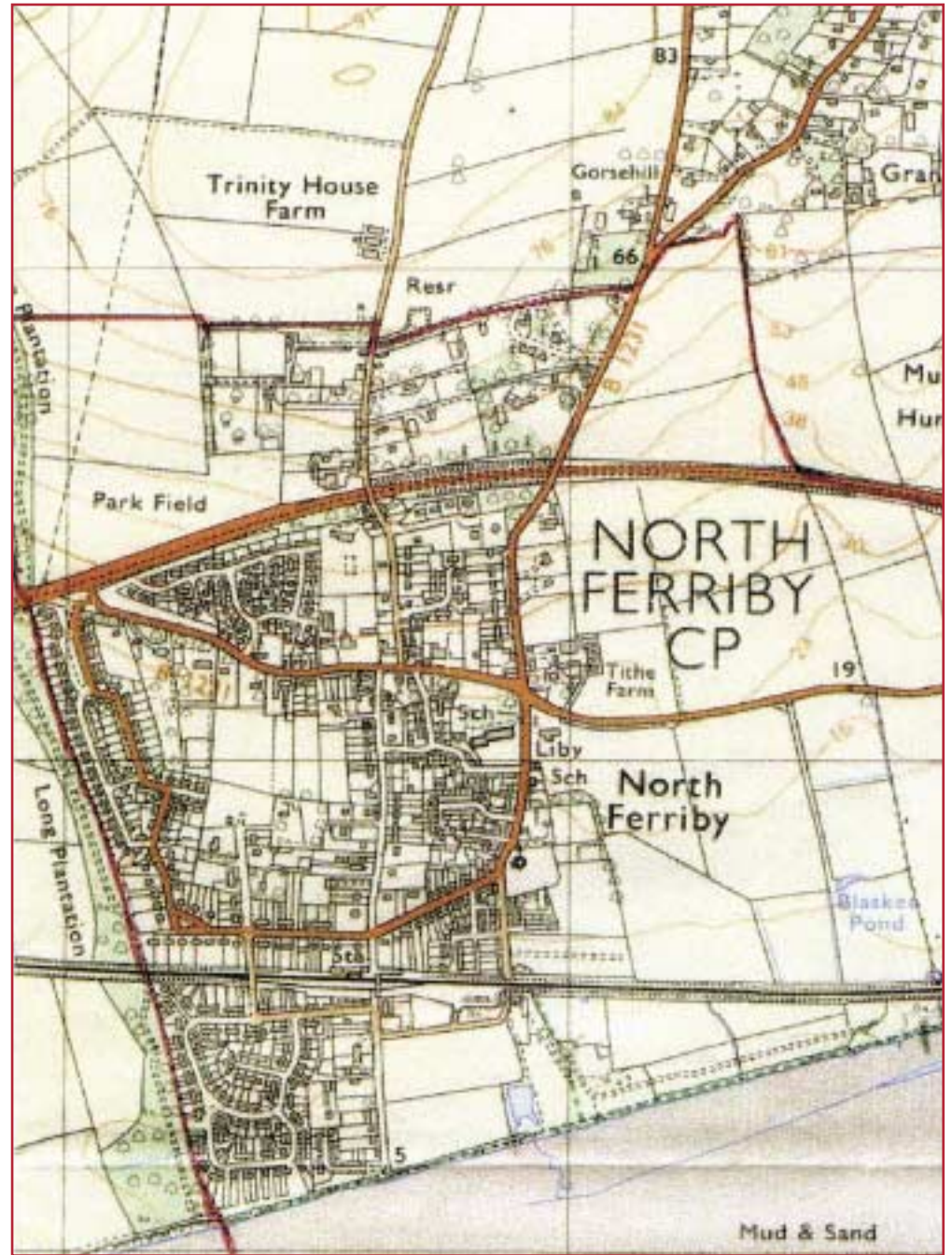
*Riverview Avenue. Built late 1950s.
Note the bay windows.*



*Plantation Drive.
Built 1950.*



Map as in 1860



Map as in 1968



Reproduced from the (25 May 2000, Ordnance Survey Landplan, 1:5000) Ordnance Survey map by permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office, © Crown Copyright MC100035479

Swanland Hill, open space within the confines of the built-up area of the village is limited to the small areas of The Triangle, Coronation Garden and Whitehouse Garth, but these together with the playing field, the allotments, and Riverside Walkway are crucial to the character of North Ferriby.

4 Buildings

4.1. Laying within the Conservation Area a number of the grand merchants' houses remain, but these are now given over to alternative uses. With Ferriby House, now a nursing home, Ferriby Hall, a restaurant, Manor House, divided into apartments, only Ferriby Garth is still a private residence although now considerably smaller than its original design. Of the four original farms only Tithe Farm remains a working farm, sitting at the entrance to the village as it did when built in about 1790. Marking the boundaries of these brick built buildings are the warm brownish red coloured brick walls so characteristic of the old parts of North Ferriby and valued by all residents. Equally well preserved and built of the same warm bricks, is the telephone exchange (butting onto Turners Lane) that in former

times was the stable block for Ferriby House. The rural perception of Turners Lane has been preserved by the maintenance of the original field hedge that lines one side of the road, whilst service roads for the dwellings have been built behind it. The buildings within the conservation area of the original village have been maintained in a sensitive way by residents and any reconstruction that has taken place is sympathetic to neighbouring buildings.

4.2. Buildings in Church Road, apart from the former school, schoolhouse and Grange Farm, were built in the first half of the 20th century, of red brick with rendering to some walls. These houses blend well with the Church that was redesigned by John L Pearson R.A. and rebuilt in stone in 1848. Similarly, the houses on Station Road do not detract from the charm of the National School building (built of beige brick and now a private residence) nor from that of Honeysuckle and Moss cottages, the two remaining cottages built by Sir Henry Etherington in the late 18th century for his workers.

4.3. The early 20th century houses along Parkfield Avenue, The Triangle and Nunburnholme Avenue are of red brick construction, with some rendering of walls and decorative use of timber. Many retain their original red rosemary tiles. Of varied design, nearly



*Church Road Shops.
Built 1920s.*



*Aston Hall Drive.
Built 1970s.*

all are of three storeys, the third storey being built into the roof as an attic to accommodate the servant. With large gardens and sited on tree-lined roads, these houses set the pattern for further development within the village until the end of World War II.

4.4. In the building boom of the 1950/60s the need was for family houses and the trend was to replicate the exterior designs of the immediate pre-war houses. This is obvious in the houses built on the Riverview/Southfield estate, where most of the houses have been constructed within well-spaced plots on roads that have grass verges and space for car parking beside each house. The houses also incorporate bay windows and are built of red and yellow brick but are distinguished from pre-war properties by their cement cast tiles of red or grey on the roofs.

4.5. The Plantation Drive development was not so set on following the designs of the 1930s. Although the houses were built in similar materials bay windows (seen in nearby Corby Park) were dispensed with, the roads were narrower and the houses set closer together to utilise the land available to the very best advantage, providing much needed housing.

4.6. To the north of High Street on the site of Aston Hall a further development took place in the 1970s,

when houses and chalet-bungalows were built to a more modern design in bricks of 'rustic' finish, with timber fascias, picture windows and concrete roof tiles. Smaller plots, gardens and streets with pavements again allowed maximum utilisation of available land while still giving the impression of uncrowded space.

4.7. New developments on Ings Lane have seen a small estate of modern, well designed houses built on minimal plots, to provide housing of more limited but affordable accommodation, often for first time buyers or retired single people. These are matched against the modern trend towards multi-bedroomed houses on minimal plots on the neighbouring site and on sites in Highfield Way and Ashdale Park with block-paved closes around which the houses are built.

4.8. While the new designs and utilisation of available land is admirable, the character of the village was set by the wide tree-lined roads and spacious gardens of the pre-war and immediate post-war developments, features that it is widely felt should be retained.



*Ings Lane.
Built 1980 - 90.*



*Swanland Hill, with houses and service road
concealed behind the original hedge.*



*New Walk.
Built 1910 - 1930.*

5 Roads and Railways

5.1. The presence of the River Humber bordering the village to the south naturally limits the direction of the roads entering North Ferriby. To the north there is the steeply descending Swanland Hill making its entry into the village through a hedge-lined road, with a service road to the houses concealed by the hedge to the right and finally arriving in the village at a crossroad that bisects Ferriby High Road. This once all-important road from Hull is now the principal road bringing commuters back, not only to North Ferriby but also to the southern areas of Swanland, and is at its busiest time morning and evening. The High Road winds its way along through the linear development to the east of the village and then through the intervening farmland coming suddenly to the cross roads at the entrance to the village.

5.2. To the west, entry to the village is rather slower as it can only be from the busy A63 and currently necessitates crossing the busy westbound carriageway to join Melton Road, a residential tree-lined road leading to the housing estates in the north west of the village.

5.3. Many of the roads within the village follow the old routes of lanes and paths, which still retain the shape and characteristics of many years ago. Typical is Woodgates Lane where the high, sloping banks on either side make it impossible to accommodate a footpath and pedestrians must beware of traffic. In the village centre Low Street, Reading Room Yard and School Lane wind through the village in much the same way as they did a hundred years ago.

5.4. Roads established within the last century set the pattern of wide tree-lined streets that are felt by residents to be typical of North Ferriby. The stately horse chestnut trees of New Walk, the elms that line the road in Nunburnholme Avenue and The Triangle and the many other trees along roads throughout the village are typical. But it is not the trees alone that create the feeling of space, almost all roads have paved paths on either side and many have additional grass verges that contribute to the feeling of freedom and safety.

5.5. Roads within most of the estates built immediately after World War Two carry through the paved footpaths that grace the gently curving courses of the roads and only in the most recently-built estates have these characteristics been ignored.

5.6. The roads and driveways throughout the village



*Nunburnholme Avenue.
Houses built 1900 - 1910*

show the important part the car plays in the modern transportation of residents, but it is not the only means available to villagers. Many still use the railway as their main means of access to and from Hull and to places further afield. Its long historic association with North Ferriby is jealously guarded, not only by its regular users but also by the majority of the residents. The trains and the regular bus services are essential, particularly to the elderly who have no other means of transport.

6 Street Furniture

6.1. Availability of waste bins and salt bins has improved over recent times and contribute to the clean streets that form a part of the modern character of North Ferriby. In the main, the street signs and village direction signs are clear, although the activities of graffiti artists and vandals are difficult to control. Gratuitous advertising signs are kept to a minimum and North Ferriby actively discourages overtly obtrusive signing in any form.

6.2. Fouling of footpaths throughout the village - a cause of annoyance to all pedestrians - has diminished since the increase in the number of waste

bins within the village and the use of the pavement stencilled messages encouraging dog owners to 'clean it up'.

6.3. The number of seats and benches sited around the village is limited, but all are well used particularly those in Coronation Gardens and New Walk.

6.4. Safety rails at the edge at the Whitehouse Farm development - necessary to protect pedestrians on the footpath that lies below the level of the road - are of a robust, horizontal tubular construction that is uncomplimentary to the recently renovated building it borders.

6.5. The increasing practice of installing burglar alarms, security lights, satellite dishes and TV aerials, particularly on renovated older properties should be undertaken with sensitivity to ensure intrusion into the street setting is kept to the minimum.

6.6. Street lighting throughout the village is mixed, with the main through-routes of Station Road, Church Road, and Corby Park illuminated by lighting of modern design, while the subsidiary roads have older concrete lamp standards. Where possible lamp standards should be sympathetic to surrounding properties.

6.7. The visual intrusion of overhead telephone wires across many of the streets throughout the village is



*Railway Cottages, Humber Road.
Built 1905 - 1910 for railway workers.*



*Brickyard Cottages built late 19th Century.
Built for workers in the North Ferriby
Brick & Tile Company.*

minimised on roads such as New Walk where the horse chestnut trees provide a camouflage, but in future every opportunity should be taken to ensure all connections for telephones and power should be routed to properties under ground wherever possible.

6.8. The Royal Mail recently introduced secure postal delivery cabinets into which bulk deliveries are made and from which postmen or women may pick up Mail for delivery within the village. Every effort should be made to ensure these are painted in colours to blend visually with the surrounding environment.

Information Sources

This Village Design Statement has been compiled from information gathered from three sources.

1. A questionnaire was designed to allow all residents over the age of 11 years and living at one address to record their opinions and views on one form. All the 1643 dwellings within the Parish of North Ferriby, housing the approximately 3900 residents, received a form and 543 completed forms were returned containing information from over 1300 villagers.
2. A separate questionnaire was issued to all children aged 6-11 years attending the North Ferriby Primary School seeking their views and 235 children responded.
3. A day-long forum was held in the Parish Hall on Saturday 17th June 2000, attended by over 200 people where further opinions were sought from all visitors.

All information from these three sources was analysed and recorded by the village design team to produce the text and final recommendations made here.

Recommendations

1. Any developments at or near the riverbank should ensure that current free access to the river frontage is maintained to allow access to the footpath that is part of the Trans Pennine Trail and the Wolds Way and to allow access to the site of the historic Ferriby Boats.
2. Views and vistas such as, the view from Swanland Hill across the meadows and river to the wolds of Lincolnshire and the Humber Bridge, and the view from Blasket Road to the village, the river and the Lincolnshire Wolds should be safeguarded.
3. The conservation and planting of broad-leaved trees should be encouraged in all areas of the village, but particularly in the Conservation Area, also in New Walk, The Triangle, Nunburnholme Avenue, Station Road, Woodgates Lane and Swanland Hill to maintain the arboreal vistas.
4. New development should reflect the rural appearance of the Parish and be sympathetic to the character and appearance of the existing dwellings and properties in terms of siting, scale, materials and design. In particular design reference should be taken from the traditional vernacular properties that are so highly regarded by residents. Where in-fill developments take place it must be sympathetic to the appearance and character of existing dwellings and properties. *
5. In any new development the traditional character of grass verges and the tree-lined roads apparent in

Station Road, New Walk, Humber Road, Ings Lane, and Nunburnholme Avenue should, where appropriate, be replicated and provision made for off-road parking and play areas to safeguard children and pedestrians.

6. Older properties such as the '90+ year-old' houses on Nunburnholme Avenue, The Triangle, Station Road, and Parkfield Avenue, that lie outside the established Conservation Area, lend character to the village and should be safeguarded by the conservation of their design and siting.
7. Hedges and long established brick walls, such as the hedges on Turners Lane and Swanland Hill which conceal service roads to housing, and the brick walls that surround property within the Conservation Area, maintain the landscape character of the village and they should be safeguarded and replicated where appropriate.
8. Where possible street lighting should supplement and not supplant traditional designs and it should be sympathetic to the surrounding properties, particularly in the older parts of the village and the Conservation Area.
9. Public service companies should be encouraged to conceal below ground any existing and future communications and electricity wiring.
10. Safety barriers and railings should be updated and made uniform in design throughout the village. Barriers at Whitehouse Farm, Narrow Lane, and at the foot passage from Riverview to Humber Road, should match those sited at the Village School.

* It is difficult to be architecturally specific about the character of North Ferriby as, apart from the Conservation Area and the houses stated in recommendation 6, almost all other buildings have been built within the last 50 years. So much of the essential character of North Ferriby lies in its abundance of trees and the landscape views of its setting by the River Humber.