

NYMNP/PA

23/12/2019

PLANNING SUPPORTING STATEMENT

Construction of Double Garage and Relocation of
Vehicular Access (Revised Scheme to
NYM/2019/0311/FL) at Brackenrigg, Fylingdales

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Table of revisions

Rev/version no.	Date	Amendment details	Revision prepared by

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1.0 Introduction

- 1.1 Cheryl Ward Planning has been instructed to submit a planning application in relation to the area outlined in red on the attached location plan at Brackenrigg, Fylingdales, Whitby, YO22 4QH.
- 1.2 The client has instructed the construction of a domestic double garage on land within the domestic curtilage. The scheme is a revised scheme to that previous submitted earlier in 2019 albeit without the residential annexe accommodation element of the scheme.
- 1.3 The application also seeks permission to introduce a new safe and convenient access onto the A171 Whitby to Scarborough road. It is the same access that formed part of the last application and is one which NYCC highways confirmed that they are likely to have no objection to.
- 1.4 The accompanying plans identify the site and its relationship to other property, in particular the adjacent Flask Inn and the Jet filling station. For the time being, the original access would remain in situ.
- 1.5 The application seeks householder planning permission under the Town and Country Planning Act 1990 and the development is outlined in the preceding sections.
- 1.6 This Statement is prepared by Cheryl Ward Planning who holds an MSc in Town Planning and is a Chartered Member of the Royal Town Planning Institute.

2.0 Purpose of Statement

- 2.1 The statement is to be read and fully considered as a supporting document in conjunction with the accompanying planning application. Its aim is to assist those assessing the application to understand the design and access rationale. In summary, it provides a structured way of describing the development proposal.

3.0 Planning History

- 3.1 A search of the Authority's online records reveals the following planning history associated with the site.

NYM/2019/0311/FL – change of use of land to garden and for the siting of 1 no. mobile caravan unit to provide residential accommodation, construction of double garage and relocation of vehicular access at Brackenrigg, Fylingdales – Refuse.

- 3.2 Since receiving a refusal to the last application the applicant has been in discussion with planning officers of the Local Planning Authority and an NYCC Highway Engineer and the following comments have been forthcoming:

Planning Officer comments:

"I would have no objection to a small extension to the domestic curtilage of the property in order to accommodate a double garage located towards the rear (south) of the site in place of the existing structure and in line with the host property".

With regard to a new access, the Highway Authority did not object to the proposed new access on your previous application however it was sited some distance to the west of the existing access to/from the service station. I would suggest that moving the proposed access closer to the service station access might cause concerns for the Highway Authority with having a number of accesses in close proximity on such a busy and fast road. I would suggest that you draw up a sketch layout showing the revised garage and access location so that I can liaise with the Highway Authority, who I have copied into this email for reference".

Further NYM Officer comments:

"From a planning perspective however I feel that siting the garage some 25 metres from the house seems unnecessarily distant and we would want to ensure that any extension to the domestic curtilage is kept to a minimum and the garage is located as close as possible to the host property to avoid sporadic development in the open countryside. I would therefore suggest that the garage is position approx. 15 metres from the house (the proposed cabin was to be sited 20 metres from the house)".

- 3.3 Due to an existing electricity pole being site at 15 metres from the dwellinghouse the proposed garage is to be sited at an unavoidable distance of 25 metres to make way for clearance of electricity cables and wiring. For this reason, it is not felt that the garage is unnecessarily distant and remains in context with the host building.

Highway Engineers comments:

"As the access is in the same location, I would be recommending the same condition as previous, ie. The access across the highway verge is constructed to standard and the visibility splays are maintained. I would be pointing out to the PO, if the design does not include a turning area, it would be much safer if the driver has the ability to enter and leave the A171 in a forward gear".

- 3.4 This revised application seeks to overcome the previous reasons for refusal by providing a reduced scheme. Importantly for the applicant is that the garage is ancillary to the main dwelling and for functional purposes is closely associated with the house on the side curtilage.
- 3.5 Ultimately, it is the applicant's intention to work with the Authority and it is hoped that this scheme can be swiftly resolved.

4.0 The Site

Site context and surroundings

- 4.1 Brackenrigg is a detached dormer bungalow situated on the edge of the busy A171, Whitby to Scarborough road. It lies adjacent to the Jet Petrol Station and Fylingdales Services Station and shares an access with the forecourt of the Petrol Station.
- 4.2 The site lies 4 kilometres south west of Robin Hoods Bay and is up the coast (north) of Scarborough (approx. 13 kilometres).
- 4.3 The application property is set back from the road by 25 metres and comprises the main house and an orchard to the west which is well screened from the road and is within the domestic curtilage.
- 4.4 The majority of the curtilage extends to north and west with little in the way of usable domestic space at the rear. There is evidence of former buildings on the land and a former hedge line and children's play equipment associated with the bungalow which implies the curtilage has extended beyond the dwelling at some point.
- 4.5 At the rear of the site (south west) there is a former lattice tower windmill and an agricultural/industrial type of building together with a permanently stationed static caravan. These are outside of the applicant's control. In addition, directly behind Brackenrigg there is a large white bungalow which appears to be occupied as a primary residence.
- 4.6 Brackenrigg is a modest bungalow of reconstituted stone and a pantile roof. Two dormer windows are situated in the roofspace.
- 4.7 The property has a single outbuilding comprising a small pebble dash rendered flat roof sectional garage which isn't of a scale sufficient to house a motor vehicle and is therefore used for storage purposes incidental to the enjoyment of the dwellinghouse.
- 4.8 In summary, the site benefits from only a small amount of outside storage but given the scale of the site we feel there is scope to carefully site a new domestic structure on the land immediately adjacent to the dwelling without spoiling the character of the area, the setting of the main dwelling and views into and out of the site.
- 4.9 The site in general has flat topography with hedging to the north and west sides which will assist in screening future development. A small cluster of trees are located near the sites entrance which are unaffected by the proposal and additional planting has taken place over the area to encourage biodiversity enhancement and screening. The site is largely rectangular in area.



Fig 1. – Source: Magic map used for illustrative purposes only to show the extent of domestic curtilage

Geographic Information

- 4.11 A thorough check of Magic Map has revealed there is no presence on the site edged in red or within close proximity to any known ecological (habitat and species), archaeological, landscape classification or marine constraints that would have a bearing on the submission of the application.
- 4.12 Further to our research, it is not considered that additional surveys or appraisals are necessary in this instance and validation of the scheme as presented is requested.

Flood Risk

- 4.14 The site is not deemed to be at risk of flooding from rivers, surface water or reservoirs as confirmed by the Environment Agency's long-term flood risk assessment for locations in England

Planning Application Submission includes:

- Location plan
- Garage floor plans and elevations showing the new access arrangements.

5.0 The Proposal

Double garage

- 5.1 The proposal seeks full planning permission for erection of a detached, single storey domestic double garage for housing the applicant's vehicle(s).
- 5.2 The garage is to be sited at the side of the main house (west) behind the front and rear building line of the main building which is screened from view from the nearby A171 by the cluster of trees and high hedge occupying the north east corner of the site.
- 5.3 The distance of the proposed garage to the house is at 25 metres on account of an existing electricity pole sited between the house and the existing small sectional garage. The pole is sited 15 metres from the dwellinghouse on the north west corner of an existing domestic structure.
- 5.4 The proposed garage is to be sited at an unavoidable distance of 25 metres to make way for clearance of electricity cables and wiring and for this reason it is not felt that the garage is unnecessarily distant and remains in context with the host building.
- 5.5 The existing access and/or drive does not benefit from turning or manoeuvring within the site. As such access and egress is by one way in and one way out. This means the applicant has no option but to reverse out of the site onto the shared access with the petrol station.
- 5.6 For highway safety purposes and the safety of the applicant and other road users it is proposed to relocate a new access further to the north of the garage which will be taken directly from the A171 onto the applicant's land.
- 5.7 The garage measures 7.3 metres long and 6.7 metres wide and 2.4 metres to the eaves and 3.5 metres to the ridge. The building is single storey and incorporates 2 no. individual, side hung timber garage doors in the north elevation and a personnel door and 2 no. windows in the east/west elevations.
- 5.8 The garage is located unobtrusively so as not to become the focal point of the new approach to the main house and is to be constructed with a traditional timber frame and clad in timber boarding under a felt roof.
- 5.9 As a compensatory measure for the loss of a small amount of hedge a series of native trees and fruit trees have already been planted and are becoming established in the orchard. The existing roadside hedge will be left to grow taller and be properly maintained.

Access

- 5.10 A new access to serve the house and garage will be created approximately halfway down the parcel of land within the applicant's ownership. A small section of hedge will need to be removed and a verge crossing will be introduced to highway standards over the highway verge. Clear visibility is to be maintained in both directions (taken 2 metres back from the centre line of the carriageway at driver's height).
- 5.11 Inside the site the access would run due south up to the front of the garage. The access includes a turning area in order that it would be much safer for the driver to have the ability to enter and leave the A171 in a forward gear.

6.0 Planning Policy Context

National Planning Policy (NPPF) (2012)

6.1 The policies considered relevant to the case are summarised in the table below:

DOCUMENT	POLICIES AND DENOTATION
National Planning Policy	
National Planning Policy Framework (NPPF) (2018)	Paragraphs 2, 7, 8, 10, 11, 38, 172, 174, 175
Local Development Plan in force	
NYM Local Development Framework (2008)	Core Policy A – Delivering National Park Purposes and Sustainable Development Development Policy 3 – Design Development Policy 19 – Householder Development
Supplementary Planning Documents	Design Guide, Part 2 – Extensions and Alterations to Dwellings

Key Issues

- 6.2 Although Brackenrigg is lacking in immediate rear domestic curtilage it is fortunate that the orchard to the west is available and is well screened from the busy A171.
- 6.3 The site offers the space that will provide the applicant with a safer access for himself and other road users. At the same time, he feels it will be beneficial to introduce a fully serviceable and usable garage/outbuilding which the property lacks.
- 6.4 The garage is to be sited in close proximity to the house and protects the existing amenity space at the front, side and rear which is needed to service the host building. The property also lacks proper private garden space.
- 6.5 The proposal together with a safer access would not harm the special qualities of the house, amenity areas or the overall setting of the dwelling.
- 6.6 Combined with the main house, the scale and design of the garage would not be at odds with the character and scale of nearby buildings, neighbouring buildings and properties.
- 6.7 The design of the outbuilding has deliberately been kept simple and is traditional in appearance and is 'low key' to serve its intended purpose.
- 6.8 In summary, the buildings scale, footprint, overall massing, design and fenestration is commensurate with the existing dwelling.

7.0 Conclusion

- 7.1 It is concluded that the proposed garage satisfies planning policy requirements and the general principles set out in national and local planning practice guidance in that it does not undermine the main house and the site in terms of volume, scale, height, depth and form (Development Policy 19).
- 7.2 In terms of good practice, the development is considered to meet the three dimensions to sustainable development - economic, social and environmental in that:
- a) there is a clear identified need in that the development is needed to support the existing dwelling which is currently without secure outside storage,
 - b) it supports the development of the property for existing and future occupants and is compatible with National Park purposes, and
 - c) it does not undermine the quality of the existing natural or built environment.
- 7.3 Taking account of the above, the development is considered to accord with the policies of the Development Plan in force and It is hoped that officers will support this proposal.

Cheryl Ward Planning

Offering a high quality, technical and locally focused Planning and Development Consultancy service. With a pragmatic and conscientious approach to all projects our core aim is to achieve the best possible outcome for our clients.

1Accompanied by an in-depth knowledge of the local area and a deep-rooted understanding of local authority planning requirements the business is well equipped to deal with all-encompassing planning matters specialising in planning applications (all types) – town and rural i.e. residential, rural and equine planning projects whether it be traditional or contemporary in design.

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- Planning Enquiries
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 - Prepare and submit planning appeals

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