

North York Moors National Park Authority

Plans list item 2, Planning Committee report 22 July 2021

Application reference number: NYM/2021/0326/FL

Development description: creation of secondary access, construction of timber carport and enlargement of existing store, including the addition of 3 no. dormer windows

Site address: 8 Dikes Lane, Great Ayton

Parish: Great Ayton

Case officer: Mrs Ailsa Teasdale

Director of Planning's recommendation

Approval subject to the following:

Condition(s)

Condition number	Condition code	Condition text
1	TIME01	Standard three year commencement date
2	PLAN01	Strict accordance with the documentation submitted or minor variations - document no.s specified
3	MATS13	Roof tiles to match existing
4	HWAY00	There shall be no access or egress by any vehicles between the highway and the application site until full details of any measures required to prevent surface water from non-highway areas discharging on to the existing or proposed highway together with a programme for their implementation have been submitted to and approved in writing by the Local Planning Authority. The works shall be implemented in accordance with the approved details and programme.

5	HWAY00	<p>The development must not be brought into use until the access to the site has been set out and constructed in accordance with the "Specification for Housing and Industrial Estate Roads and Private Street Works" published by the Local Highway Authority and the following requirements:</p> <p>The crossing of the highway verge and/or footway must be constructed in accordance with the approved details and/or Standard Detail number E6 (Block Paved Crossing) and the following requirements.</p> <p>Any gates or barriers must not be able to swing over the highway.</p> <p>Provision to prevent surface water from the site/plot discharging onto the highway must be constructed in accordance with the approved details shown on drawing Job no. 363 Sheet no. 2 and maintained thereafter to prevent such discharges.</p> <p>The final surfacing of any private access must not contain any loose material that is capable of being drawn on to the existing or proposed public highway</p>
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Map showing application site



North York Moors
National Park
Authority

Application Number: NYM/2021/0326/FL

Scale: 1:2500



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View of proposed location of car port, access alterations and Cleveland Hills beyond



View across front garden of host property toward existing green store to be altered and car port to be built over the top of this



Consultation responses

Parish

Great Ayton Parish expresses concern that the proposed application will cause overdevelopment of the site whereby the modified property would cover circa 80% of the frontage which in turn will cause the view of the Cleveland Hills to be lost behind the buildings.

Ward

Forestry Commission

Standing Advice with regard to ancient woodland (unaffected by the proposal)

Highways

Concern must be raised with regard to the visibility that is available at the existing access which is constrained in both directions. However given that it is an existing access a highway refusal would be difficult to sustain.

Consequently the Local Highway Authority recommends Conditions to be attached to any permission granted:

Third party responses

Gordon Irvine, Brandel How, 10 Dikes Lane, Great Ayton

A previous planning application was made to develop a bungalow on the land adjoining no. 8 & no.10 Dikes Lane. The application was opposed by Great Ayton Parish Council and refused by North Yorkshire County Council (the Planning Authority at that time) on the grounds that “the character of the development along Dikes Lane is derived from the spaciousness of the layout of large houses in large grounds and the gaps between them are more significant than their design, and it was because of the gaps that houses were not obtrusive.”

The application was subject to an appeal and the Planning Inspector re-enforced the decision of the Planning Authority.

I believe this decision is relevant to the above application and I would therefore appreciate if the Planning Committee could be made aware of this decision when considering this present application.

Consultation expiry

2 June 2021

Background

8 Dikes Lane is a substantial detached property situated in extensive grounds located just outside Great Ayton along the southern side of Dikes Lane. The lane is characterised by several other similarly sized properties and plots.

The property itself has been significantly altered and extended under an approval granted in 2008, under NYM/2008/0638/FL which has resulted in the appearance of the property as it stands at present. The property has rendered walls under a rosemary tile roof.

Approval was granted in 2015 (NYM2015/0770/FL) for the reorganisation of the main entrance driveway to the property to include the construction of a brick wall in place of the existing timber fence, as well as the creation of footpath and the erection of bin enclosure.

Under this application permission is sought for alterations to the secondary access, construction of a timber carport and enlargement of existing flat roofed store and cladding the existing building and the extended element with vertical timber boards. The proposed car port will be constructed over the existing and extended store building so that there is only one side of the building available for vehicles to park under.

The proposed car port measure 5.5m wide and will be 8.5m long. It will be constructed of timber with corner supports and will have a rosemary tile roof with a detailing to match that of the existing property. The roof had included three dormer windows in the front roof slope on the original plans, however these were only proposed to break up the roof and add a feature. The dormers have since been removed as they were considered excessive in a low key building.

The alterations proposed to the access will widen the access from a single field gate width to one with double timber gates, 3.8m wide, to match the existing main access. The driveway from the road will be constructed of a permeable block paving and the boundary hedge removed to increase the width will be replanted.

Main issues

Local Plan

Policy CO17 - Householder Development of the NYM Local Plan states that development within the domestic curtilage of dwellings should take full account of the character of the local area, the special qualities of the National Park and will only be permitted where:

1. The scale, height, form, position and design of the new development do not detract from the character and form of the original dwelling or its setting in the landscape;
2. The development does not adversely affect the residential amenity of neighbouring occupiers or result in inadequate levels of amenity for the existing dwelling; and
3. The development reflects the principles outlined in the Authority's Design Guide.

In the case of existing outbuildings and the development of new outbuildings, the following criteria must also be met:

- i. The outbuilding should be required for purposes incidental to the residential use of the main dwelling;
- ii. Any new or extended outbuilding should be proportionate in size and clearly subservient to the main dwelling;
- iii. New outbuildings should be located in close proximity to existing buildings;
- iv. If the proposal involves works to improve or extend an existing outbuilding, the original structure must be worthy of retention and capable of improvement; and
- v. It should be demonstrated that any change of use of existing outbuildings is not likely to lead to future proposals for additional outbuildings to replace the existing use.

The current painted blockwork store on site is functional and recessive, but not attractive. The applicant is proposing to widen this slightly in the rear section and clad the building with timber which is considered to be acceptable. They also propose to create a car port to the side of the existing structure and to do this they have proposed to roof over the existing store as well as the car port to achieve a better proportioned structure. The car port element will remain open sided, although the timber clad walls of the existing store will be visible through the open sections. Three bays will face west towards the applicant's front garden and all sections will have corner post detailing which the applicant has stated are required for part of the construction of the building. three dormer windows were originally proposed on this elevation, however these have since been removed to create a more subservient appearance to the proposed building as they were only required for aesthetic reasons.

The alterations proposed to the driveway include the slight increase in the width to accommodate two smaller gates to match the main access rather than a single field gate.

Consultee comments

The Highway Officer has raised concerns with regard to the visibility that is available at the existing access which is constrained in both directions. However, they have stated that given that it is an existing access a highway refusal would be difficult to sustain.

The application is before Committee due to an objection raised by the Parish Council. It has expressed concern that the proposed application will cause overdevelopment of the site whereby the modified property would cover circa 80% of the frontage which in turn will cause the view of the Cleveland Hills to be lost behind the buildings.

The neighbour at number ten which bounds the location of the proposed car port has also requested that Members are made aware of an appeal decision on their property in 1978 which proposed to split the width of their plot in two and build a bungalow in the second half.

They particularly would like Member's attention drawn to the part of the appeal decision which states "the character of the development along Dikes Lane is derived from the spaciousness of the layout of large houses in large grounds and the gaps between them are more significant than their design, and it was because of the gaps that houses were not obtrusive."

Officers believe that these comment are still valid and would not support the style of development proposed under the appealed application. That said it does not therefore preclude in principle the location of ancillary domestic structures in a similar location.

The proposed building is largely open sided and lightweight in construction. The view through to the Cleveland Hills will be maintained to a similar extent to that at present if a car was to be parked next to the existing store. The proposed building is obviously subservient to the main house due to the use of timber and being open sided. There is a significant height hedge to the rear of the proposed car port and therefore only a fraction of the roof will be visible over the top of the hedge and the proposed structure will have no adverse impact on the neighbouring property.

The proposal is therefore considered to be of a suitable design which accords with the requirements of Policy CO17 and therefore approval is recommended.

Contribution to Management Plan objectives

Approval is considered likely to help meet Policy C10 which seeks to ensure that new development is of a high quality of design.

Explanation of how the Authority has worked positively with the applicant/agent

The Authority's Officers have appraised the scheme against the Development Plan and other material considerations and recommended changes to the proposal including the removal of the dormer windows, so as to deliver sustainable development.