

North York Moors National Park Authority

Delegated decision report

Application reference number: NYM/2022/0826

Development description: alterations, construction of single storey rear extension, replacement sloping roof to existing garage and conservatory and creation of parking area

Site address: Elmfold, Mount Pleasant South, Robin Hoods Bay

Parish: Fylingdales

Case officer: Miss Emily Jackson

Applicant: Grosvenor Hotel

fao: Mr D Collinson, Station Road, Robin Hoods Bay, Whitby, North Yorkshire, YO22 4RA

Agent: N/A

Director of Planning's Recommendation

Approval subject to the following:

Condition(s)

Condition number	Condition code	Condition text															
1	TM01	The development hereby permitted shall begin not later than three years from the date of this decision.															
2	PL01	The development hereby permitted shall be carried out in accordance with the following approved plans: <table border="1"><thead><tr><th>Document Description</th><th>Document/Drawing No.</th><th>Date Received</th></tr></thead><tbody><tr><td>Proposed Plans</td><td>22-03-03a</td><td>09/01/2023</td></tr><tr><td>Proposed Elevations</td><td>22-03-04b</td><td>09/01/2023</td></tr><tr><td>Roof Plans</td><td>22-03-05a</td><td>09/01/2023</td></tr><tr><td>Extended dropped</td><td>22-04-01</td><td>14/11/2022</td></tr></tbody></table>	Document Description	Document/Drawing No.	Date Received	Proposed Plans	22-03-03a	09/01/2023	Proposed Elevations	22-03-04b	09/01/2023	Roof Plans	22-03-05a	09/01/2023	Extended dropped	22-04-01	14/11/2022
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Document title

		kerb for vehicle parking off road
3	PDR02	Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 Schedule 2, Part 1, Class A (or any order revoking and re-enacting that Order), no further extensions to the property known as Elmford, Mount Pleasant South, Robin Hoods Bay shall take place without a further grant of planning permission being obtained from the Local Planning Authority.
4	MHC-03	<p>The development must not be brought into use until the access to the site at Elmford, Mount Pleasant South, Robin Hoods Bay 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 E50 and the following requirements.</p> <ul style="list-style-type: none"> • Provision to prevent surface water from the site/plot discharging onto the existing or proposed highway must be constructed in accordance with the approved details shown on drawing (insert text) and maintained thereafter to prevent such discharges. • The final surfacing of any private access within one metre of the public highway must not contain any loose material that is capable of being drawn on to the existing or proposed public highway. <p>All works must accord with the approved details.</p>

Reason(s) for condition(s)

Reason number	Reason code	Reason text
1	RSN TM01	To ensure compliance with Sections 91 to 94 of the Town and Country Planning Act 1990 as amended.
2	RSN PL01	For the avoidance of doubt and to ensure that the details of the development comply with the provisions of Strategic Policies A

		and C of the North York Moors Local Plan, which seek to conserve and enhance the special qualities of the National Park.
3	RSN PD01	In order to enable the Local Planning Authority to retain control over future alterations to the property in the interests of safeguarding the existing form and character of the building in line with Strategic Policies A and C and Policy CO17 of the North York Moors Local Plan, which seek to enhance and conserve the special qualities of the National Park and secure high quality design for new development and to maintain a suitable mix of housing types within the National Park.
4	RSN MHC-03	To ensure a satisfactory means of access to the site from the public highway in the interests of highway safety and the convenience of all highway users.
Informative(s)		
Informative number	Informative code	Informative text
1	INF MHI-C	Notwithstanding any valid planning permission for works to amend the existing highway, you are advised that a separate licence will be required from North Yorkshire County Council as the Local Highway Authority in order to allow any works in the existing public highway to be carried out. The 'Specification for Housing and Industrial Estate Roads and Private Street Works' published by North Yorkshire County Council as the Local Highway Authority, is available to download from the County Council's website. The Local Highway Authority will also be pleased to provide the detailed constructional specifications referred to in this condition.

Consultation responses

Parish

None Received

Highways

No objections subject to conditions and with comments.

The length of full height kerbs that are proposed to be dropped is currently sufficient to allow one standard sized car to park on the street. Lowering the kerbs to allow a vehicle to cross the footway will remove this ability for a vehicle to park on-street unless it was obstructing the access. The available on-street spaces on this road are frequently difficult to obtain, especially in the summer period. The proposals would increase the

off-street parking capacity at this address from 3 spaces to 6. The LHA would anticipate that a 3 bed roomed dwelling would require a typical demand of 2 parking spaces. Although the proposals would provide off street parking facilities above the required expectations at the cost of losing one on-street parking facility, the LHA do not anticipate that this would have a significant impact on the highway network

Third party responses

None Received

Publicity expiry

Advertisement/site notice expiry date – 23rd December 2022

Photograph showing front elevation of Elmford



Photograph showing rear elevation of Elmford



Background

Elmford is a single storey detached bungalow located in the north of Robin Hoods Bay, outside of the Conservation Area. The property is located on the southern side of Mount Pleasant South, a residential street consisting of a mixture of dwelling types, with three storey dwellings on the northern side and bungalows, mostly of a single storey, on the southern side.

The property is constructed of red brick with a plain tile roof and features white PVC Storm-proof windows and PVC doors. On the western elevation of the property, there is an attached garage with flat felt roof and conservatory with flat polycarbonate roof that together span the length of the property. At the front of the property there is a block paved driveaway to the left and a gravel hardstanding to the right with a dwarf wall forming the boundary of the property.

There is no planning history for the property that would impact this application.

This application seeks permission to construct a single storey extension at the rear of the property, to install a replacement flat felt roof across the existing garage/conservatory, to install two roof lights on the western roof slope of the property, to install two replacement bow windows on the front elevation of the property

and to create a larger parking area at the front of the property, including removal of dwarf wall.

It is noted that the design of the proposal has been amended to reduce the size of the rear single storey extension following officer recommendations. The extension at the rear would now extend beyond the rear wall by 4m and span the length of the property at 7.5m. Due to the amendments, this extension would now constitute as permitted development.

Main issues

Local Plan

The most relevant policies contained within the North York Moors Local Plan 2020 to consider with this application are Strategic Policy C (Design) and Policy CO17 (Householder Development).

Strategic Policy C seeks to maintain and enhance the distinctive character of the national park by considering appropriate siting, orientation, layout and density of proposals in addition to appropriate scale, height and massing and form. Proposals should utilise good quality materials and be of a high-quality, sustainable design that reflects and complements the architectural character and form of the original building and/or that of the local vernacular.

Policy CO17 seeks to ensure that development within the domestic curtilage of dwellings should take full account of the character of the local area and the special qualities of the National Park. Development will only be permitted where: the scale, height, form, position and design of new development do not detract from the character and form of the original dwelling and its setting; the development does not adversely affect the amenity for the existing and neighbouring occupiers; and that the development reflects the principles of the Authority's design guide. In the case of extensions and alterations to the existing dwelling, extensions should be subservient to the main part of the building and should not increase the total habitable floor space by more than 30% unless there are compelling planning considerations in favour of a larger extension.

Material Considerations

Policy CO17

As set out in Policy CO17, householder extensions should not increase total habitable floor space by more than 30% unless there are compelling planning considerations in favour of a larger extension. This proposal (including rear extension) represents a total increase in habitable floor space of 66%.

Whilst such an increase would be contrary to policy CO17, the re-roofing of the existing garage/conservatory would not increase the footprint of the existing property and

would instead make use of the existing poor-quality conservatory/garage space as habitable floor space. Therefore, on a planning balance it can be considered that an increase in total habitable floor space above 30% would be acceptable in this instance, particularly as the rear extension would now constitute permitted development.

The proposed single storey extension at the rear of the property would account for an increase in the total footprint of the building (including existing garage/conservatory) by 22.4%. Therefore, to ensure the site does not become overdeveloped in the future, a condition has been added to remove permitted development rights for extensions under Part 1 Class A from the property.

Design

The design of the proposal has been amended following officer recommendations to reduce the rear extension in length to avoid creating a 'wrap around' style extension. As set out within Part 2 of the Authority's Design Guide: Extensions and Alterations, 'wrap around' extensions mask the form and character of the existing house and should be resisted where possible. Instead, the proposed single storey rear extension would now span the width of the existing property (7.5m), rather than extending beyond the side of the property to meet the width of conservatory (11.5m).

In terms of materials, the proposed rear extension would be constructed using red brick to match that of the property in addition to matching roof tiles to ensure that the property remains in keeping with the existing property and wider streetscape. However, as the amended rear extension would constitute permitted development, there are no conditions applied to this permission regarding use of materials.

Whilst generally flat roof extensions are resisted where possible as set out in Part 2 of the Authority's design guide, as the existing garage/conservatory already has a flat roof, its replacement would not be considered to have a impact on the appearance of the existing dwelling.

The two proposed roof lights on the western roof slope of the property are not considered to have any overlooking impacts, and as such, non-obscured glazing would be acceptable in this instance.

As the existing windows and doors of the property are PVC, the two proposed replacement PVC bow windows at the front of the property would remain complementary to the existing dwelling.

Following advice from highways, it is not considered that the creation of a larger parking area and extended dropped kerb at the front of the property would have a detrimental impact on the highway network. Furthermore, as the proposal would utilise the existing space at the front of the property by replacing the gravel hardstanding with block paving, the works would have no impact on neighbouring amenity. The demolition of the dwarf wall at the front of the property is unlikely to have a harmful impact on the appearance of the wider streetscape.

Conclusion

For the reasons outlined above, the proposal meets the aims of Strategic Policy C and Policy CO17, and as such approval is recommended.

Pre-commencement conditions

N/A

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 reducing the size of the proposed rear extension, so as to deliver sustainable development.