

DESIGN AND ACCESS STATEMENT

This statement has been prepared to support the planning application referred to below having regard to the provisions of Article 4C of the Town & Country Planning General Development Procedure Order 1995 as amended. This statement is to be read in conjunction with the submitted detailed plans.

Application:

The erection of two detached houses with garages and the formation of a new access on approx. 0.3ha of land on the south side of Sledgates, Fylingthorpe

Background

The planning application now submitted follows from a previous application that was refused on 5 April 2007 and a subsequent appeal was rejected by decision letter dated 24 January 2008.

The application was refused by the NYMNP on advice from the Highway Authority that the necessary standard of visibility from the proposed access could not be achieved.

The Inspector who determined the appeal noted that the appellant had not submitted any traffic survey information and in the light of her analysis that the visibility standard uphill (south-west from the new access) fell well below that sought by the Government's guidance in Manual for Streets (MfS) and in the absence of other measures she rejected the appeal on the grounds that the proposal would harm highway safety.

This new application follows from a traffic survey carried out by the applicant's highway consultant (see application documents) and following adjustments to the design and location of the access it directly addresses the Inspector's reason for refusal.

The application seeks permission for the exactly the same two detached dwellings the siting and design of which has previously been determined as acceptable.

Context

Physical – the site is located towards the south western end of Fylingthorpe on the south side of Sledgates – a “C” class road. The site slopes gently down in a north-easterly direction towards the centre of the village and the frontage is defined by a low bank faced with dry stone ‘walling’ and a low hedge on top. The existing agricultural access is at the south western end. The site has no other defining physical features. The village character is mixed, especially in the vicinity of the site, neither is the area designated in any special way e.g. conservation area.

Social – the previous applications and appeal have given rise to objections from several local residents and various grounds have been cited in support of these objections, some relating to planning issues, many not. Those objections make it obvious that no matter what steps the applicant took local opinions would not be changed. However, it is clear that the proposals do not give rise to any direct loss of amenity to any local resident through for example overlooking or overshadowing or direct loss to any visitor.

A valid concern raised related to the access, visibility and general road safety. It was this concern alone that led the Inspector to dismiss the previous appeal.

Planning Policy – it has been determined by the Planning Authority that this site falls to be considered in relation to Policy H2 of the adopted Local Plan and is to be judged as an “infill” site. This view is consistent with the findings of an Inspector who determined an earlier appeal on the site. The immediately preceding application has established that in terms of design the proposals are small in scale, make optimum use of the site and respect the character of the area in general and local distinctiveness in particular. The use is compatible with the area and a safe access can be provided. The proposals thus accord with other relevant policies i.e. BE12, GP3.

A conflict with Policy T7 (highway safety) has previously been sufficient, because of inadequate visibility in the uphill direction, to justify refusal. This application specifically addresses that failing and in the light of the new survey information the design and location of the proposed new access now meets the necessary standards

The Development

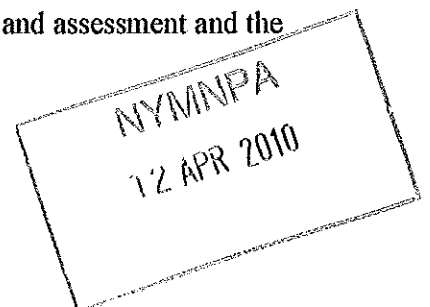
Whilst Policy H2 of the Local Plan seeks to achieve the optimum use of the site and encourages smaller houses the previous refusal has indicated that compliance with this approach creates wider harm. As a result further discussions with the Planning Officer determined that the best solution would be the erection of two detached houses. This it is felt will retain a greater degree of openness, such as that associated with the existing dwellings to the west (uphill of the site), and help to balance the denser form of development on the opposite side of the road which tends to give a more urban feel to the locality.

This sense of openness is also enhanced by the fact that the proposed dwellings are set back between 9m and 15m from the road whilst the existing dwellings opposite the site are only 2m to 3m from the road. This very much looser form of development will also protect the opportunity to look ‘through’ the development to the countryside beyond even though this is mainly only achieved from the upper storey windows of the existing dwellings opposite.

The longer term impact of these new proposals on local residents will be minimal although obviously there could be some loss of amenity whilst the building operations are proceeding.

In design terms it was agreed with the Planning Officer that the proposals must reflect the traditional architecture of the National Park examples of which of course exist within Fylingthorpe. The North York Moors National Park Authority does not have any specific design guidance but the applicant was directed to the authoritative publication “Houses of the North York Moors” first published in 1987 by the Royal Commission on the Historical Monuments of England.

Through sketch proposals the scheme now submitted has been evolved to emulate the traditional style of building. The quality of the design of the two houses is in no small part due to the quality of the Royal Commission’s publication and assessment and the justified criticisms of the Planning Officer.



In their overall scale, proportions, fenestration, detailing and materials the proposed houses accurately reflect the 'robust' architectural style evident in the traditional buildings.

In order to make the structures as sustainable as possible reclaimed materials are to be used in their construction as far as practicable.

The design and siting of the dwellings and the relatively large curtilages will facilitate the incorporation of the latest viable 'green technologies' to aid the conservation of energy (e.g. solar panels – rear facing, ground source heat pump, rainwater harvesting and grey water recycling) without harming their appearance from the road.

The landscaping of the site's frontage is proposed to be minimal because it is felt important to keep the sense of openness and not impinge on views by the insensitive siting of new and potentially large trees but one or two strategically positioned trees would, it is felt, enhance the scheme. It is also proposed to re-establish a new hedge along the frontage but obviously behind the new sight line. It is proposed that private gardens are defined at the front by low level traditional stone walls with the ground surfaces being largely grassed except for the necessary paved areas.

Access

The new access has been designed in the light of the most recent survey information on traffic speeds such that the required sight lines are achieved in accordance with the current national policy. The existing field access is to be closed. The access is designed to provide an adequate shared pedestrian and vehicular driveway to the new dwellings. Adequate provision is made for visitors and service vehicles to park and turn within the site.

The new dwellings will need to satisfy the requirements of the Building Regulations in terms of access by the disabled and the contouring of the ground adjacent to the houses will accommodate this by ensuring that level access is possible to all doorways.

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April 2009*

