

APPLICATION FOR LISTED BUILDING CONSENT – DESIGN AND ACCESS STATEMENT**BECK HALL****PRIESTMAN'S LANE****THORNTON DALE****YO18 7RT****July 2011****Overview**

This application is for a refurbishment of a dilapidated boundary wall/ fence for this property, and a redesign of its driveway. The effect will be to bring the curtain wall/fence back up to the standard it was when built, to build gateposts to replace an agricultural angle iron structure, to replace a grey tarmac drive with gravel, and to relocate and reshape a short wall that currently inhibits the use of garaging and the driveway. The current arrangement effectively drives vehicles to be parked on the roadway of this particularly attractive part of the Conservation Area.

Almost all of the planned work is refurbishment, and will re-use brick, stone, and coping stones. The only new materials will be to replace the estate fencing [which is damaged beyond repair] with matching new estate fencing, to bring in extra local sandstone blocks to deal with the net growth of the curtain wall. There is no work to be done on the house itself: the work is limited to the driveway and roadway walls.

The work will require a two metre section of wall to be demolished and reused in making a 7.5 metre wall. All new features [essentially the new wall and the gateposts] copy existing design features in the same boundary wall of the property.

Changes requiring approval

1. At the formal pedestrian front gate of the property, to replace an iron gatepost with stone pillars of the same height, with flat pyramid capstones. These pillars will be supported by coped concave shoulders dropping down to a low [existing] dwarf wall, topped with estate railings. The capstone design is an imitation of the single pillar on the existing stub wall in the driveway. The shoulders to be a direct copy of the shoulder that already exists further south on the boundary where the dwarf wall rises to become a retaining wall. Materials: Mortared stone blocks to match the house and existing boundary wall; sandstone shaped coping stones to match and extend the existing dwarf wall.
2. To replace the tarmac drive with 20mm local gravel.
3. At the northern end of the property, to dismantle an existing two metre stub of wall ["the stub wall"]. Also to dismantle the section of the existing wall/ fence/gateway that separates the driveway from the front lawn of the property.

4. To build a new, higher wall to separate the driveway from the front lawn of the property. This wall to connect [with a gateway] the corner of the house to the boundary wall/fence, at the existing mouth of the drive. The drive opening will remain the same size and location as at present. This new wall to use materials and to carry design features copied from the dismantled wall : a distinct S-curved top with angled coping-stones, local sandstone blocks, lime mortar, pyramid capped pillars, and to include a small lintelled window opening to imitate the blind window in the stub wall. This wall to connect to the dwarf wall/fence with a concave shoulder to match the existing shoulder at the extreme south end of the estate fencing [and the new pedestrian gate pillars].

Access and Impact

The proposed works will refurbish the boundary wall of this property, while bringing the front pedestrian gateway up to a standard that is consistent with the overall impact of the property. The driveway will be finished in gravel that matches the colour and textural impact of the building better than the current tarmac, as well as reducing the water run-off of the current drive.

This is a large property with three generations living there, with resulting significant vehicle use. Parking on the road is restricted for most of the year, and the parking also detracts from the clear views of this very characterful area. The proposed changes will have the visual effect of retaining the narrow drive openings in that part of Priestman's Lane, but allowing vehicles to be pass each other within the driveway itself. This makes it practical to keep the garages for two cars in use, without [as currently] having them blocked by any visiting vehicles. Fewer cars will now be visible in the drive, far fewer cars will need to be on the roadway, and the driveway itself will be significantly obscured and defined by the new wall. Overall, the proposals will enhance the impact of the property, reduce the visibility and impact of vehicles both in the driveway and on the road.

NYMNP
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