

1 Thorpe Green, Fylingthorpe, Robin Hood's Bay, YO22 4TY.

TH PL-06 Heritage Statement

NYMINPA

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The above map illustrates the location of the application site within the context of the Fylingthorpe Conservation area.

The proposed works described in the planning application for 1 Thorpe Green include the demolition and clearance of an existing single storey rendered garage structure and the adjacent timber shed with a replacement double garage sited to be subservient to the host property and respectful to the building line set up by the adjacent property at Fieldholm.

In addition, the application proposes the widening of an existing vehicle access formed in a masonry wall which runs to the front boundary of the property adjacent to both Sled Gates and Thorpe Green Bank.

The proposals on which this supporting statement is based are illustrated in the following drawings: TG PL-01, TG PL-02, TG PL-03, TG PL-04 & TG PL-05 and should be read as a whole when considering the application.

Assessment of Heritage significance:



View of 1 Thorpe Green on the junction between Sled Gates and Thorpe Green Bank.

The existing residence is a semi detached structure constructed in natural stone with cut stone heads and cills to both window & door openings. The predominant aesthetic is one of a heavy solid building with a small proportion of openings formed in the respective elevations.

Over the two storey accommodation there is a hipped slate roof cover with a steeper pitched clay pantile roof cover to the single storey wing adjacent to the existing vehicle hardstanding.

As shown above, windows to the front and side elevations are a combination of timber sliding sash and tall bay windows, with a cat slide dormer to the centre of the roof scape.

The collective scale and mass of the semi detached building results in a prominent feature on the junction between Sled Gates and Thorpe Green Bank. Interestingly though, the orientation of the building itself addresses Thorpe Green Bank rather than the principle highway; clearly the focus of the original developer was towards the views of Robin Hood's Bay and the sea beyond.

The front boundary of the site adjacent to Sledgates is defined in a combination of low masonry wall with hedgerow above and pavement to the front; this feature runs across the width of the junction and is used on the opposite property effectively framing the turn into Thorpe Green Bank.

As the wall runs round into the head of Thorpe Green Bank the hedgerow is omitted and the height of the wall rises up across the width of the access to 1 Thorpe Green to create a strong element in the street scene.



View of 1 Thorpe Green looking up Thorpe Green Bank towards the openness of Sled Gates.



View of Thorpe Green Bank looking towards Robin Hood's Bay beyond.

The photograph above gives some impression of just how densely packed the built structure is on the left hand side of Thorpe Green Bank. These are predominantly masonry and slate structures although there are one or two red brick & clay pantile buildings towards the end of the lane.



Two views into the site from Thorpe Green Bank illustrating the existing garage structures to be removed along with the building line established by the adjacent property at Fieldholm.

Assessment of impact:

As stated in the design guide for alterations and extensions to existing properties; traditionally there would often be a range of small outbuildings with older properties, garages are a relatively recent innovation and therefore require careful consideration in terms of their siting and design so as not to spoil the character or setting of the main dwelling.

With regard to the proposed double garage, the objective of the proposal is to remove the current substandard modern structures and provide an effective means of maneuvering and storing cars on site along with enhancing the street frontage in an appropriate manner without causing significant visual harm on the host property.

To achieve this objective, the proposed double garage has been positioned away from the main residence on the building line of the adjacent property. This allows the host property and its principle entrance and stone flag drive to remain the dominant element on the site with the new garage structure acting as a backdrop to the vehicle turning area whilst providing a visual screen to the private garden space at the rear of the application site.

The new building has been orientated so that the eaves line runs parallel to the front site boundary to reduce the scale and massing of the new structure and its visual impact as much as possible on the site as a whole. In addition, in order to offset any issue of the garage openings appearing out of scale with the host property, the new doors have been detailed as vertical paneled doors set within masonry surrounds which will visually reduce the span of the openings and ultimately be more appropriate in the National Park setting.

The combination of the walled site perimeter, the placement of the new garage and adjacent beech hedgerow will result in an attractive site frontage that is subservient to the host property but one that compliments it through the definition of the external space and the use of quality materials that reflect the tradition of the surrounding area.

The proposed works to the vehicle entrance within the existing perimeter wall are required in order to safely accommodate the dimensions of modern vehicles when entering and leaving the residential site.

By utilizing the existing layout and construction of the masonry boundary wall the vehicle access can be widened without causing undue harm to the original feature. One side of the structure is essentially fixed in place due to the mature tree which has grown up and into the boundary wall structure. Therefore, the work to increase the width of the opening will occur on one side only and will utilize a change in wall level in order to position the location of the stone gate post. The post will be placed at the base of an inclined section of

wall and coping stone; which will ensure that it sits comfortable in the overall appearance of the street scene.

By undertaking the works to the vehicle entrance the occupant clearly benefits in terms of ease of use; in addition, the general public will benefit from improved lines of vision and resulting safety as vehicles enter and leave the site over the pedestrian footpath.

Mitigation strategy:



Views from within the site illustrating the existing garage structures to be removed.

The proposed works bring the clearance of substandard, inappropriate buildings from the site and the provision of a purpose built structure that can accommodate modern vehicles and offer the host property some space for long term storage of family items.

Through the use of traditional materials such as natural stone, clay pantiles and timber doors, the garage is sensitively designed to be in keeping with the main residence but not one that will result in an overly dominant feature on the site.

The works to form the garage are minimal in terms of physical impact on the host property and are ultimately reversible with no adverse affects on the structure of that property.

The works to the existing boundary wall are significant in terms of impact to an existing physical structure within the street scene. The application acknowledges that it does require the removal of a small panel of built fabric but that the existing construction and detail of the wall will allow this alteration to take place sensitively and offer real benefits in terms of day to day vehicle movements for both the occupants and the general publics safety with the minimum of on site intervention.