

NYM / 2013 / 0 5 6 1 / FL

DESIGN & ACCESS STATEMENT

**NEW SPLIT LEVEL DWELLING
LAND ADJACENT MORFA COTTAGE
HAWSKER, WHITBY**

FOR

MR. J. SMITH



imaginative architecture + engineering design

bhd
partnership

Address: Airy Hill Manor,
Whitby,
North Yorkshire,
YO21 1QB

www.bhdpartnership.com

h.
0

CONTENTS

1.0 GENERAL

- 1.1 The Statement
- 1.2 History
- 1.3 The Site

2.0 PROPOSALS

- 2.1 Requirement
- 2.2 Design
- 2.3 Energy
- 2.4 External Works

3.0 CONTEXT AND POLICIES

- 3.1 Policies
- 3.2 Core Policy
- 3.3 Development Policy 3
- 3.4 Core Policy J

4.0 SUSTAINABILITY

- 4.1 Energy Use
- 4.2 Vehicular Use

5.0 ACCESS

- 5.1 Externally
- 5.2 Internally



1.0 GENERAL

1.1 This Statement

The details set out within this document are intended to assist the Planning Authority during consideration of a formal application for Planning Consent.

The following drawings are submitted with this application to illustrate the general proposals and layout of the scheme.

D10201-01	Location and Existing Block Plan
D10201-08	Proposed Block Plan
D10201-10	Proposed Plans and Elevations

1.2 History

We are not aware of any previous Planning History on this area of Land.

1.3 The Site

This area of land is bounded to the North/East by the A171 Stainsacre Lane, Whitby to Scarborough Road and the South by a former railway track now a popular cycle route.

Immediately to the West lies Morfa Cottage with further houses beyond,

These properties form the North West edge of Hawsker Village.

The land has an existing vehicular access directly onto the A171 at the eastern edge.

Prior to our client purchasing the plot it was used to store various materials including redundant horse boxes, a caravan and various building materials.



NYMNP
-6 AUG 2013



Photograph 1 - Previous Site Situation



Photograph 2 - Aerial View showing previous Structures

Since the time of those photographs our client has considerably improved the appearance of the area.

If successful this application will allow him to continue to provide improved visual amenity as part of the application is for a large shed to allow removal of the ad-hoc range of buildings.

2.0 PROPOSALS

2.1 Requirement

As can be seen from the drawings our client requires a dwelling and substantial storage.

He is a collector of cars and motor bikes.

Currently he has his collection scattered across the area in a series of rented garages or barns and lives separately.

Careful development of this site will allow rationalization of his collection and leave room for a modest group of animals with vegetable plot to allow a degree of self sufficiency.

The self sufficiency and sustainability will also be incorporated into the development with the inclusion of solar panels to the South facing roof slopes and ground source heat pump installation.

2.2 Design

Generally the design is of a traditional nature with the mass and proportions in keeping with the area.

In terms of orientation the dwelling has been oriented to make the most of the open aspect to the south with additional glazing.

Also to this side the natural contours of the land have been used to slope the drive down and provide access to a basement level.

The garage and earthworks shown on the elevational drawings mask the increase in height to the South West corner, visually preventing an incongruous increase in the scale of proportion.

The materials to be used will be natural coursed stone finish to the walls and clay pantiles to the roof.

2.3 Energy

At least 20% of the energy requirements of the dwelling will be met via renewable sources. This will include Solar/PV roof panels to the South elevation.

The heating and hot water systems will be a very efficient system using an 'unvented pressurized cylinder' partially heated using solar panels and provided in the main by a ground source heat pump.



The electrical system will be assisted and usage offset by the installation of Photovoltaic panels which create DC electric for conversion.

Specialist will be commissioned to design the systems.

2.4 External Works

The drive to the house will covered using Marshall Tegula Priora Block paving to comply with SUDS. Paths and steps will be 'Art Stone' flagged.

The drive to the store building will be recycled tarmac rippings.



3.0 CONTEXT AND POLICIES

3.1 Policies

This application will be considered under the following policies of the Core Strategy document:

Core Policy B	Spatial Strategy
Development Policy 3	Design
Core Policy J	Housing

3.2 Core Policy B

This policy sets the hierarchy of different settlements within the National Park. As previously mentioned Hawsker is listed among “other” settlements.

Within this category it is stated “Housing to meet an identified local need” is supported.

3.3 Development Policy 3

Design of any building must follow recognised guidelines and consider a range of influences to ensure the distinctive character of the area and the site are maintained or improved without a loss of general or specific amenity.

The design influences on this scheme are set out in section 2.0 of this document.

Reference has also been made to the ‘Design Guide’ supplementary planning document.

3.4 Core Policy J

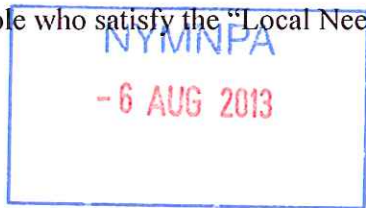
This policy supports the development of houses in Infill Sites within Local Service Villages and other villages.

The definition of an infill plot is a small gap within a continuous built up frontage.

It is visually very apparent that as you drive to Hawsker the built up frontage of the village undoubtedly starts at Hawsker Old Station and then the row of dwellings finishing at the subject site.

Use of sites such as these also restricts the pressure on development in open countryside.

Occupancy of the dwelling will be restricted to people who satisfy the “Local Needs” requirement of this Policy.



4.0 SUSTAINABILITY

4.1 Energy Use

The new dwelling will have the benefit of a full integrated system of solar energy use by the installation of both Solar PU and PV panels.

A description of the installation is provided in section 2.2.

4.2 Vehicular Use

The use of a brown-field site within a built up residential area helps reduce the requirement for vehicle usage.

The village has bus links to Whitby and beyond and it is served by a public house.

Schooling for all ages up to 11 is also available within the village.



5.0 ACCESS

5.1 Externally

The site currently has vehicular access to the East end.

It is proposed to keep this as the prime entrance to the storage shed.

A new entrance is to be provided by the provision of a drive on the North boundary directly onto the A171 and identical to all of the properties to the West.

A turning area is shown to ensure vehicles can leave in a forward gear.

The exact position for the entrance has been chosen to maximize visibility to the East.

5.2 Internally

The house is designed for inclusive accessibility and will comply with Building Regulations Part M.

