

Access and Justification Statement



Conversion of Sunny Bank Barn
to single dwelling including
alterations to the existing access

Sunny Bank, Broxa Lane
Hackness, Scarborough

for
Mrs Ivy Stuart

Architectural Design

March 2015

PROPOSED CONVERSION OF SUNNY BANK BARN TO ONE DWELLING INCLUDING ALTERED ACCESS

Site address: Sunny Bank, Broxa Lane, Hackness, Scarborough YO13 0JW

Applicant: Mrs Ivy Stuart, Sunny Bank Cottage, Broxa Lane, Hackness, Scarborough

Planning History

- 1.00 A Planning application was submitted on 5 January 2010 by Robert Farrow (Design) Ltd., for the conversion of Sunny Bank Barn to a single dwelling including the provision of a new access. The application was subsequently approved with conditions by Notice NYM/2009/0887/FL dated 2 March 2010.
- 1.01 A substantial start was made on the barn conversion later that year and was recorded as such at a site meeting with Jill Bastow (NYMNPAs Senior Planning Officer) on 2 April 2013.

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Justification for the current application

- 2.00 After studying the site layout indicated on the previously approved drawing no. 06095-2E, it would appear the drawing is inaccurate and not based on a measured topographical survey.
- 2.01 The position of the new access, does not indicate the 33M visibility splays, required by NY County Highways, which will require sections of the dry stone wall fronting Broxa Lane, and extending some 10M to the west and east, to be taken down and rebuilt. The differential in level between Broxa Lane and the area within the site designated for parking and turning will necessitate the provision of extensive excavation and the provision of substantial engineer designed retaining walls to the north, west and east, again not indicated on the approved drawing.
- 2.02 The present entry from Broxa Lane is used by the applicant to provide vehicle and machinery access to the adjoining land and by the owners of the adjoining Red House. Entering and leaving the site is extremely hazardous as the entry is on a tight radius bend at the junction with Broxa Lane, Stoor Lane and Mowthorpe Road. In addition, the use will be intensified once Sunny Bank Barn is occupied.

- 2.03 The provision of the new access, adjacent Sunny Bank Cottage, does not alleviate or address the inherent safety problems relating to the existing access.
- 2.04 To discuss the issue, a joint meeting was arranged with Jill Bastow and Kay Aitchison (NY Highways Traffic Management Engineer) on Tuesday the 2 April 2013 to discuss the feasibility of utilizing the existing access in lieu of the proposed new access. Details were discussed and provisionally agreed subject to sight of a sketch proposal. A 1:200 scale sketch was subsequently produced and both Kay Aitchison (by email dated 4 April 2013) and Jill Bastow (by email dated 9 April 2013) confirmed informal approval to same with the proviso that the integrity of the two Lime trees was not jeopardized. Subsequently, a Tree Preservation Order was placed on the trees - ref. DPK/EC20/110 dated 18 April 2013.
- 2.05 The applicant commissioned Messrs Lawson Harper to produce an arboricultural report which concluded that, providing the work was carried out in accordance with the recommendations contained within the report, the trees would not be adversely affected by the proposals. Copy included as part of the Application documentation.
- 2.06 Following further consultation with Jill Bastow, the Authority considered that the improvement to the access could not be regarded as a minor amendment to the current approval and would therefore require a further and full Planning Application.

Access construction details

3.00 All work to be carried out by a accredited contractor and set out in accordance with Architectural Design's drawing 1300-4.

3.01 Crossing suitable for vehicles in excess of 1.5 tonnes unladen weight.

Bituminous Surface:

- a 40mm thick Medium grade surface course
- b 75mm thick Dense heavy duty and high modulus macadam binder course
- c 250mm thick Type 1 sub-base material to clause 803 SHW

Footpaths

- a 20mm Dense wearing course
- b 20mm Dense base course
- c 1500mm Type 1 sub-base

26 MAR 2015

3.02 Kerbs and edging - to NYCC Highways specification

3.03 New 200 x 150 mm x 75 mm Granite sett kerbs shall be provided across the width of the access, with purpose-made taper kerbs forming the extremities.

The setts shall be laid on, and backed with, 150mm (6") of 6:3:1 mix concrete to within 50mm of the top of the kerb.

The setts shall be laid in such a manner as to conform with the width of the access, to be flush with finished access surface level.

Dropped kerbs to have an upstand of 12mm (maximum of 20mm or 1¼") adjacent to the carriageway channel.

If applicable, dropped kerbs to be used to taper into existing kerbing, maximum slope 1:40.

If the kerb radius is less than 12m then the appropriate radius kerbs should be used.

The kerbs forming the extremities of the access shall be laid so as to conform in level and alignment with the existing highway kerbs (or if there are no kerbs, then align with the existing highway verge) and suitably ramped to meet the access level.

To prohibit surface water discharging on to the highway, lay 150mm x 150mm concrete ACO (or equal approved) Slimline slot drainage channel complete with sump, endcaps and drain union. Channel positioned across the site boundary between the retained stone walling. Collected water to be taken to a soakaway positioned as agreed with the Highway Inspector.

Joints between the existing road / footpath surfaces and the new construction to be filled with Bituminous sealant.

3.04 Area between the visibility splay and the site boundary:
75mm of 100mm down natural gravel on Oppotex (or equal approved)
Woven Geotextile membrane held down with 150mm long plastic pegs.
Area to be maintained free of any growth or vegetation.

3.05 Any gates to be set back a minimum of 6.0M from the highway.

26 MAR 2015

3.06 Visibility splays: 3.0M x 33.0M x 1.0M high as agreed with NYCC Highways.

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