

DESIGN & ACCESS STATEMENT

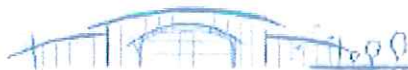
FOR

**RESIDENTIAL HOUSING DEVELOPMENT
LAND OFF COACH ROAD
SLEIGHTS, WHITBY**

LAUSAU LTD

FINAL VERSION

04 DEC 2015



imaginative architecture + engineering design

bhd
partnership

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

Tel: 01947 604871
Fax: 01947 600010
Email: general@bhdpartnership.com
www.bhdpartnership.com

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1.0 GENERAL

1.1 The Report

This report is designed to assist Planning Officers in respect of the current Planning Application submission for 4 residential dwellings on a site adjacent Coach Road, Sleights.

Proposals are illustrated on the drawings:

D10892-02	Site Location, Existing Block Plan & Topographical
D10892-03	Proposed Block Plan and Street Scene
D10892-04	Proposed Floor Plans
D10892-05	Elevations

1.2 The Situation

The details submitted are intended to allow the North York Moors National Park to give a decision on the application for all planning matters in respect of the dwellings.

No development has been carried out on the site since we believe the original school closed in the late 1960's. In addition, there is no relevant planning history save that:-

2006: outline application for a proposed two storey dwelling. Application Reference: NYM/2006/0596/OU. This was withdrawn given the proposed occupier was unable to obtain funding to proceed with the proposed development.

To the immediate north, there have been several approvals for housing, fronting onto Eskdaleside, the most recent being NYM/2006/0896/FL (approved with conditions in 2007). To the immediate south there is the land subject to permission for 5 dwellings in NYM/2013/0626/FL. This land is contiguous with the site subject to this application, which forms a second phase of that development.

1.3 The Site

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The area of land proposed is situated almost on the National Park boundary to the southern edge of Sleights.

Location Co-Ordinates: Easting 86572 / Northing 6783.

It is bounded:-

- (a) to the East by the A169 (Coach Road)
- (b) to the West by a large garden to a residential property known as Windsor Cottage
- (c) to the immediate south by the new development of five houses approved in December 2013 under application NYM/2013/0626/FL. This is subject to certain amendments in NYM/2015/0342/FL

- (d) to the north by the site of the approval referred to above. It can be noted that that site 'fronts' Eskdaleside
- (e) to the north east by 2 houses on the corner of Eskdaleside (being 1 and 3 Eskdaleside), also known as the 'Old School House'

The topography of land is a mix of gently sloping and man made changes in level. Certain digging out would be undertaken as part of the development.

Vegetation is essentially scrub.

Existing occasional use of the site does occur for storage.

The village of Sleights is listed with the Core Strategy of the National Park as a "Service Village" as such housing development is encouraged.

1.4 Principle of Development

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In terms of the principle of development:-

(a) in 2010 NYMNPA identified this site as being appropriate for housing, considering at the time an overall development of land to the north and the south, with this site, would be worthy of progression, and (unilaterally) had plans drawn up for a possible scheme (attached as Appendix 1) by agents for the NYMNPA. This never proceeded given the application made in 2013 for the original site (to the north) by its owner, and the (then) owner of the site subject to this application being unprepared to agree to any development of it.

(b) in 2012, pre-app was undertaken over the existing 5 house-site and this site. The Applicant did not own this site at the time and commenced development of the 5-house site only when it became apparent that it could not secure this site as well, but there was an intention to develop this site (as a second phase) in the future were that to subsequently become possible. The need for an adopted highway within the original site was identified given the intention for that road to potentially provide access to more than 5 houses overall, if a second phase were ever to become possible. Mr Peter Jones had no objection to development of the site above, or this site as a possible second stage, but raised some concerns as to parking in any second stage. The underground parking arrangement (discussed below) has thus been designed to respond to such comments, and to ensure 2 parking spaces per house, with additional unallocated parking available. The density of the 'overall site' has also been reduced to 9 houses, and this proposed site of 4 additional houses is less dense than the existing 5 house approval to the immediate south. A terraced arrangement was previously proposed in this site, but now changed to four semi-detached houses to ensure greater amenity space around the properties and to respond to observations made by Peter Jones in the pre-application in 2012.

(c) informal discussions took place in February 2015 with Peter Jones with respect to the additional dwellings, and such discussions were both positive and helpful, in the event that it were to become possible to proceed in the future with this site.

This proposal would therefore effectively reflect such a 'second stage' to the 5 house scheme approved in 2013, and be consistent with that approval in nature and form (as outlined below).

2.0 PROPOSALS

2.1 Description

It is proposed to provide a small development of four semi detached dwellings, which will be 3 bedroomed.

As this site is in a lower position to the existing site of the 5 house approval, underground parking is provided for one car under each property. This also enables the ground level of the properties to match that of the pavement of Coach Road. A second space for each property is provided immediately in front of each respective garage as shown on the block plan.

The height of the proposed new dwellings will still be lower as compared to those existing properties to the east of Coach Road, which enjoy an elevated position by contrast. They are consistent with all properties on Coach Road: i.e. two or three storey and using traditional materials.

Materials for the development will continue the traditional character of surrounding properties.

External walls will finished to match the existing 5 house approval. A reclaimed brick appearance of red/brindle colour to match the historic clays used in the area. The natural stone detailing of cills and heads is also a commonly used detail.

The roofs will be a mix of red clay pantiles to Nos. 8 and 9.

The mix of wall and roof materials will be agreed as part of the general detail design during the application. It is intended to use the same materials as for the 5 house approval to ensure consistency and uniformity, but these would be conditioned in any event.

2.2 Road and Foot Access

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Negotiations were carried out with NYCC Highways in relation to suitability and siting of the access off the A169 in respect of the original site in 2013, and this site as well. This was approved with Ged Lyth, and this was in the context of a possible future extension into this site, as a second phase.

Within the site of the original approval will be an adopted highway serving the existing 5 dwellings, including a full turning head. Final details of the design and construction are being agreed with NYCC Highways and pursuant to a Section 38 agreement, securing adoption of this estate road. This adopted estate road and pavement will extend into the Phase 2 site as shown on the block plan.

The 4 houses in this scheme will be served off a private road leading immediately from the adopted highway, which extends into the Phase 2 site. There is space for turning within this Phase 2 development site itself, by virtue of a hard standing block paved area to the rear of the 4 new dwellings, to reduce the use of the adopted turning arrangement within the original phase, and to allow the 'phase 2' cars to leave in a forward gear. This is shown on the block plan.

Further, as the new properties will front onto Coach Road, foot access to the rear of the properties is provided by the adopted road (and pavement) extending down into the Phase 2 site, in addition to direct foot access to each dwelling from the pavement of Coach Road to the front door of each respective property.

3.0 POLICIES & CONTEXT

3.1 Policies

We expect the application to be considered under the following policies.

As required the layout design has considered the following:

- Core Policy B – Spatial Strategy
- Development Policy 3 – Design
- Housing, Supplementary Planning Documents including Design Guide

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3.2 Context

Core Policy B separates settlements within the National Park into a hierarchy giving differing levels of development.

This policy seeks to ensure and promote development but to a level befitting individual areas.

Sleights has been designated a 'Local Service Centre' capable of supporting and providing housing on a larger scale than most villages.

Housing can be provided as 'Open Market' to help with diversity and sustainability within the National Park.

Development Policy 3 considers the specifics of Design including its affect on immediate and surrounding amenity.

Regarding the general amenity of the site we have carefully considered the site and appearance.

When approaching along the A169, the 4 houses are appropriately set back from the main road and naturally are positioned between existing dwellings to the north and south.

In terms of orientation and adjacent residential amenity, the site is very fortunate. It is bounded by empty land to the north (itself subject to previous (expired) permissions), a single dwelling located far to the west, the existing development to the south, and the A169 to the East. Houses to the east of the A169 enjoy a more elevated position, some distance away. Further north/east are properties known as 1 and 3 Eskdaleside; whilst these are some distance away from this site, the north elevation of house 4 has been carefully designed to ensure no overlooking is apparent to these properties (at all).

Sleights and the immediate surrounding area has a large variety of property types, materials and detailing.

The roofs will match the existing 5 house approval immediately north, being natural grey slate and red/clay pantiles.

The brick colour is proposed to match that of the existing approved site, and it is noted that there is a further brick property to the north (The Roman Catholic Presbytery) and brick properties to the west (including, no. 17 Eskdaleside). It is understood that the brick colour for the existing approval was selected for this reason by Peter Jones.

Alternatively, a buff colour brick would be proposed to provide a contrasting colour, and be visually consistent with the stone properties on the easterly side of the A169, and numbers 1 and 3 Eskdaleside.

The section on Access should be read in respect of inclusivity.

The **Supplementary Planning Documents and Design Guide** help designers and developers to fulfil a design including renewable technology that create houses to enhance the National Park.

These documents have been considered and the design is intended to comply with the requirements.

A number of different items help in this respect:

- Window and door frames set 70mm in reveal and timber.
- Quoin and Verge copings of a traditional appearance.
- Traditional canopies to add relief to elevations.
- Chimney stacks to provide relief to the roof and the expected visual outline.
- To match the detached dwelling in the first phase, the dwellings will repeat materials used.

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4.0 ACCESS

4.1 Internal

The properties are designed to be compliant with Part M of the Building Regulations.

The ground floor has wider doors and a WC to help.

4.2 External

The properties will be served off a private road leading from the adopted highway in the original scheme. This adopted highway will provide both foot and vehicular access directly into Phase 2.

Each property has 2 designated parking spaces. (It can be noted that there are only 7 spaces in the existing approved site for 5 houses.)

A bricked/paved forecourt to the rear of the houses is provided to ensure all cars can turn within the development area itself, and then leave in a forward gear up the private road, thus placing less strain on the adopted turning arrangement within the original approved site.

This also allows for additional unallocated parking, and it is proposed that a further 3 spaces be available for additional parking for visitors.

Access on foot or by wheel chair can be gained from either:-

(a) Coach Road to the front door of properties (given the underground parking arrangement creates a ground floor at the level of Coach Road for each of the houses);
or

(b) the rear of the Phase 2 houses by use of the adopted highway (road and pavement) serving the Phase 2 site directly.

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2 No detached houses fronting
Eskaeside with double garages
at rear.
Two terraces each of 3 No
dwellings with carside roofs to
North and east. 10 No parking
spaces

Sites 12 and 13

Sleights

Whitby

Bramhall Blenkbarn

26 March 2012
1:500 approx A42

CoBalt

