

PLANNING STATEMENT
INCLUDING DESIGN & ACCESS
STATEMENT

IN SUPPORT OF A FULL PLANNING APPLICATION FOR
CONSTRUCTION OF A DETACHED DWELLING AND GARAGE, ALTERATION
OF EXISTING ACCESS AND CONSTRUCTION OF A DETACHED GARAGE TO
SERVE THE EXISTING DWELLING, FOLLOWING DEMOLITION OF EXISTING
OUTBUILDINGS

AT
THORNY CROFT, MALTON ROAD,
PICKERING, YO18 7JL

PREPARED ON BEHALF OF
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1.0 INTRODUCTION AND BACKGROUND

- 1.1 This report has been produced in support of a full planning application for the erection of a new detached dwelling and garage together with alteration of an existing vehicular access at Thorny Croft, Malton Road, Pickering. A new detached garage to serve the existing dwelling and demolition of the existing outbuildings is also proposed. However, it should be noted that the demolition and replacement outbuildings can be carried out under permitted development rights.
- 1.2 The site is located on the eastern side of the A169 Malton Road in Pickering. It currently comprises a two-storey dwelling known as Thorny Croft, its large residential curtilage and a small selection of brick and glass outbuildings. It is bound to the front and rear by hedges, to the southern side by timber fencing and to the northern side by a brick wall.
- 1.3 It is proposed to erect the new dwelling in the large side garden of Thorny Croft, which fronts onto Malton Road. There is an existing vehicular access to the site from Malton Road. It is proposed to widen this to create a double access in the centre of the site, one to serve the existing dwelling and one to serve the proposed dwelling. Two new single detached garages are proposed to replace the existing rear outbuildings.
- 1.4 According to the council's website, there is no recent planning history relating to this site. There are also no heritage constraints or protected trees within the site, which lies within the development limits of Pickering and is not within a flood risk area.

2.0 DESIGN & ACCESS STATEMENT

Use

- 2.1 The current use of the land is residential dwelling, garden and domestic outbuildings.
- 2.2 The site is located within a primarily residential area surrounded by dwellings on all sides.
- 2.3 It is proposed to erect a single infill dwelling on the side garden, retaining the existing residential use of the land, in keeping with its immediate surroundings.

Amount

- 2.4 The site measures approximately 0.1ha. The proposal to construct an additional dwelling on the site would equate to a density of approximately 20 dwellings per hectare (dph), well below the average density of 30 dph, which is generally sought in sustainable locations such as this. However, this lower density is considered to be justified in the interests of preserving the character and appearance of the area and protecting the living conditions of adjacent residents. Moreover, it makes more efficient use of the site than the current density of 10dph.

Scale

- 2.5 It is proposed to construct a single, two-storey, four bedroom dwelling of similar proportions to Thorny Croft, albeit with lower eaves and ridge height. The height to eaves would be approximately 4.3m and the height to ridge approximately 7.3m.

Layout

- 2.6 The layout would roughly mirror that of the existing site. The driveway would be doubled in width and the existing outbuilding replaced with two detached garages, one each for the existing and proposed dwellings. The dwelling would front onto Malton Road, infilling the existing frontage gap and would have a garden to the rear.
- 2.7 Internally the large entrance hall, ground floor WC and large open plan living spaces, with double doors onto the driveway and rear garden, would result in an accessible dwelling for future occupants.

Appearance

- 2.8 Malton Road comprises a vast mixture of dwelling types, ages, designs and materials. The existing dwelling on the site is a two-storey house constructed of red (orange) brick with red roof tiles. To the south of the plot there are two-storey, gable fronted, dormer bungalows constructed of red (brown) brick and grey roof tiles. Further afield, opposite and to the rear of the site, there is a mixture of houses, bungalows and dormer bungalows, constructed mainly in a buff coloured brick with brown or grey concrete roof tiles.
- 2.9 The proposed dwelling has been designed to reflect the scale of those to either side of it. The eaves and ridge heights would be slightly higher than those of Croft Rose to the south and slightly lower than those of Thorny Croft to the north. The first floor

dormer windows would pass through the eaves. This is reflective of existing properties seen on this side of Malton Road, to the north and south of the site.



- 2.10 The lower eaves and ridge levels and the use of roof light to the rear will also ensure that the dwelling does not appear over dominant, when viewed from the bungalows to the rear of the site.
- 2.11 Materials would be carefully selected to ensure that they are appropriate to the surrounding area.

Landscaping

- 2.12 The site benefits from existing hedges to the front and rear of the site, which would be retained with the exception of the small section removed in order to widen the access. The two existing trees within the site would also be retained and protected throughout the construction phase of the development.
- 2.13 A new section of hedgerow is proposed to be planted between the two access driveways at the front of the houses.

Planning Out Crime

- 2.14 Windows and doors will be fitted with high quality locks and consideration will be given to installing alarms and motion activated lighting etc. The site is located on a well-lit main road and benefits from natural surveillance from surrounding properties.

Climate Change / Sustainability

- 2.15 The site is located in the market town of Pickering, a sustainable settlement with a good range of services, facilities and public transport available within walking and cycling distance. There is a bus stop immediately to the front of the site.
- 2.16 The dwelling would be designed to comply with current building regulations and materials will be sourced locally wherever possible.
- 2.17 The site is not located within a flood risk area.

Access

- 2.18 The site has an existing vehicular access off Malton Road (A169), which is an adopted public highway with a 30mph speed limit. The existing access would be widened to create two separate driveways. Sufficient space will be available within the curtilage of the both the existing and proposed dwellings for the parking and turning of future residents and visitors vehicles.
- 2.19 Traffic generated by the development will not be significant and will be of a domestic nature. As Pickering and all of its services and facilities are within walking and cycling distance and public transport is available, future occupiers of the dwelling would not need to be reliant upon private cars.
- 2.20 In relation to access to buildings the dwelling would be designed to be accessible to all possible future occupants in accordance with current building regulations.

3.0 PLANNING POLICY

- 3.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that all planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. The statutory development plan for this area currently comprises the Ryedale Local Plan Strategy (adopted 5 September 2013) and the 'saved' development limits shown on the proposals map of

the Ryedale Local Plan (adopted 2002). The National Planning Policy Framework (NPPF) is also a material consideration which must be taken into account in decisions on planning applications.

3.2 The Local Plan Strategy Policies considered relevant to the proposal are:

Policy SP1 - General Location of Development and Settlement Hierarchy

Policy SP2 - Delivery and Distribution of New Housing

Policy SP3 - Affordable Housing

Policy SP4 - Type and Mix of New Housing

Policy SP16 - Design

Policy SP19 - Presumption in Favour of Sustainable Development

Policy SP20 - Generic Development Management Issues

Policy SP22 - Planning Obligations, Developer Contributions and the Community Infrastructure Levy

3.3 Pickering is defined by Policy SP1 of the Local Plan, as a Market Town and Local Service Centre. After the Principal Town of Malton and Norton, it is the largest and most sustainable settlement in the District. It is the Secondary focus for growth within Ryedale. The application site is located within the defined development limits of Pickering.

3.4 Policy SP2 of the Local Plan seeks to direct 25% of all new housing in Ryedale District to Pickering. It confirms that the sources of new housing that will contribute to the supply of new homes will include infill development (small open sites in an otherwise continually built up frontage) within development limits.

3.5 Policy SP3 (affordable housing) must now be considered in light of more recent Written Ministerial Statements, Case Law and amended National Guidance, which state that affordable housing and tariff style contributions should not be sought on developments of 10 or less dwellings.

3.6 Policy SP4 encourages increased housing choice, type and mix. As this proposal relates to a single dwelling on a small infill plot, the type of dwelling is influenced primarily by character and appearance of the area.

- 3.7 Policies SP16, 19 & 20 encourage high quality design, set out the presumption in favour of sustainable development and cover general planning matters in line with national planning policy and guidance.
- 3.8 Policy SP22, like Policy SP3, is overridden by recent changes in national guidance in relation to sites of 10 or less dwellings. The development would however be CIL liable.

National Planning Policy Framework (NPPF)

- 3.9 Paragraph 38 requires local planning authorities to approach decisions in a positive and creative way and states that decision makers at every level should seek to approve applications for sustainable development where possible.
- 3.10 Paragraph 68 recognises that smaller sites make an important contribution to meeting housing requirements and are often built out relatively quickly. Local Authorities are encouraged to identify smaller sites and to support the development of windfall sites.
- 3.11 Chapter 11 encourages the effective use of under-utilised land for new homes and other uses.
- 3.12 Chapter 12 relates to achieving well-designed places.

4.0 PLANNING ASSESSMENT

Principle of Development

- 4.1 The site is located within the development limits of Pickering, a Market Town/Local Service Centre and a suitable and sustainable location for new housing development.
- 4.2 The proposal would provide a single family dwelling on a frontage infill plot, in a gap in a continuously built up frontage.
- 4.3 The proposal therefore accords with policies SP1, SP2 and SP4 of the Local Plan Strategy.

Impact on Character & Appearance of the Area

- 4.4 The site is garden to Thorny Croft but due to its location, fronting onto Malton Road, has little privacy. It contains a number of existing outbuildings, more of which could

be added under permitted development rights. Although not unattractive, the current use of the site does not make an important or valuable contribution to the character and appearance of the area.

4.5 The proposal is to create a high quality attractive dwelling that would respect the scale, character and appearance of the surrounding area, whilst making more efficient use of the land.

4.6 The proposal therefore accords with policy SP16 of the Local Plan.

Impact on Residential Amenity

4.7 Thorny Croft has a single ground floor window facing the site. This window is a secondary window, with the same room having a further window facing into the rear garden. The new dwelling would be over 7.5m from this window and would be screened by a new 1.8m high screen fence, which is to be located between the two driveways. A generous area of garden would be retained to the rear, front and northern side of Thorny Croft.

4.8 Rose Croft, to the south, has an attached garage located close to the site boundary and what appears to be an entrance hall or secondary living room window facing the site. This window would be approximately 9m from the new dwelling and screened by existing planting. The only window in the new dwelling that would face Rose Croft, is a first floor bathroom window, which is a non-habitable room and would be fitted with obscure glazing.

4.9 The front and rear walls of the proposed dwelling would run roughly in line with the front and rear walls of the dwellings either side. The only habitable room side windows in the new dwelling would be the dining room French windows facing the driveway, which would be screened by the proposed new 1.8m high boundary fence. As such there would be no overlooking or overshadowing of the dwellings to either side of the site.

4.10 There would be almost 30m between the front of the proposed dwelling and the front of the dwellings on the opposite side of Malton Road. With regard to the bungalows to the rear of the site, the proposed dwelling would be located to the north west of these. The garden of the new dwelling would be in excess of 10m long and the ridge height would only be 7.3m high. As such any overshadowing to the rear of the

dwelling would only occur in the late afternoon/early evening, during the summer time and would only shade the rear garden of the proposed dwelling, not that of the properties behind.

- 4.11 Furthermore, the bungalows to the rear are sited at an oblique angle to the proposed dwelling and also have good sized gardens. The rear of the proposed dwelling has been carefully designed with the first floor bedrooms windows at the rear being roof lights, to reduce any overlooking. The rear dormer would be to the non-habitable landing.
- 4.12 It is therefore considered that future residents of the proposed dwelling would have a good standard of residential amenity and that the living conditions of residents of existing dwellings adjacent to the development would not be adversely impacted upon.

Highway Safety

- 4.13 The site has an existing vehicular access off Malton Road, which is one of the main roads into the centre of Pickering. This would be widened to cater for both the existing and proposed dwellings. Sufficient space will be available within the site for the parking and turning of future residents and visitors vehicles.
- 4.14 Traffic generated by the development will not be significant and will be of a domestic nature. The town centre and all of its facilities are within walking and cycling distance. Secure cycle storage can be provided within the site. A good standard of public transport is also available locally and the nearest bus stop is right outside of the site. Future residents would not therefore be car dependant.

5.0 CONCLUSION

- 5.1 The site is a frontage infill plot located within the development limits of one of the most sustainable towns in the district,
- 5.2 The proposal would comply with the development plan and national planning policy in terms of the provision and location of new housing. There would be no adverse impact in terms of residential amenity, highway safety or on the character and appearance of the area.

- 5.3 In conclusion it is considered that the proposal would offer a highly sustainable development with no adverse impacts and as such should be approved without delay.