

## Design statement for proposed development at Vine Street Norton

### Background information

I include below information regarding the conservation area and policies regarding the proposed development in the Malton and Norton area especially those considered with the Ryedale Plan – local plan strategy (LPS) as referred to in the pre app advice:

#### **Malton and Norton**

- *Housing Land Allocations in and adjacent to the built up area*
- *Conversion and redevelopment of Previously Developed Land and buildings within Development Limits*
- *Replacement dwellings*
- *Sub-division of existing dwellings*
- *Infill development (small open sites in an otherwise continually built up frontage)*
- *100% Rural Exception Sites outside of and on the edge of Development Limits in line with Policy SP3*
- *Change of use of tourist accommodation (not including caravans, cabins or chalets) where appropriate.*

### Conservation area and listed buildings

3 Scarborough Road is a listed building adjoining the proposed site with its gable end containing a small window looking onto the site:

*3, Scarborough Road, Norton-on-Derwent*

**DESCRIPTION:** *3, Scarborough Road*

**GRADE:** *II*

**DATE LISTED:** *25 April 1986*

**ENGLISH HERITAGE BUILDING ID:** *329718*

**OS GRID REFERENCE:** *SE7973671530*

**OS GRID COORDINATES:** *479736, 471530*

**LATITUDE/LONGITUDE:** *54.1334, -0.7812*

**LOCATION:** *Scarborough Road, Norton, North Yorkshire YO17 9EZ*

**LOCALITY:** *Norton-on-Derwent*

**LOCAL AUTHORITY:** *Ryedale District Council*

**COUNTY:** *North Yorkshire*

**COUNTRY:** *England*

**POSTCODE:** *YO17 9EZ*

**SE 7971 NORTON-ON-DERWENT SCARBOROUGH ROAD**

*(north-west side, off)*

*9/35 No 3*

*II*

*House. Mid - late C18 with C19 alteration and extension. Squared limestone with variegated brick dressings; pantile roof and brick stacks. Red brick extension in garden wall bond. 2-cell, direct-entry plan, with rear extension. 2-storey, 2-window front. Off-centre 4-panel door, with 16-pane sashes throughout. Segmental arches to all ground-floor openings and painted stone sills to all windows. End stacks.*

*Listing NGR: SE7973671530*

*This text is a legacy record and has not been updated since the building was originally listed. Details of the building may have changed in the intervening time. You should not rely on this listing as an accurate description of the building.*

*Source: English Heritage*

This building will not be affected by the development as it is proposed to provide tree and shrub screening along this boundary which is on the east side of the proposed site.

There is a large wall on the eastern boundary which will protect 3 Scarborough Road from the development. Also after discussions with Ryedale Planning Department the proposed houses are some 6 metres away from the front of 3 Scarborough Road so there will be no overlooking onto this dwelling.

On the southern boundary the development of Athol Square which has access off Scarborough Road, has the rear of this development on the Southern boundary of the site, but there are no windows in this development that overlook the site. It is proposed that this end of the development will have private gardens for each of the new houses (dwellings 1, 2 and 3). Access to each of these gardens will be via the parking space provided for each dwelling 1, 2, and 3 from the new car park area which is approximately 25.0m from the rear wall of Athol Square.

On the western boundary it is intended to provide a timber fence of feather edged vertical boarding along with a narrow strip of hedging to soften this edge. The height of the fence will be 1.8 m.

These new dwellings will contribute to the supply of new homes across the District to enable the delivery of at least 3000 (net) new homes over the period 2012-2027 as noted in SP2 Delivery and Distribution of new housing. The site is adjacent to the existing built area and is an infill development on a small open site.

The proposed development has adhered to the guidance in SP16 by proposing cottages similar to the existing cottages on the site, and also by ensuring the scale, proportions and materials also reflect those of the adjoining cottages and original dwellings. The pattern of these structures is also reflective of existing structures. The new dwellings also follow the existing provision of accommodation and will add to it in a positive manner. The design of the new dwellings are therefore reflective of the good design within the area and will provide a sustainable development for this site, in line with SP16 Design Development proposals where new developments will be expected to create high quality durable places that are accessible, well integrated with their surroundings and sustainable.

## Highways

As mentioned in the pre-application advice the view of NYCC highways department was sought and this is shown below:

*Whilst I appreciate the existing cottages have no on-site parking, it will obviously help if any proposal removes a need to park on-street, as no doubt there is pressure on available spaces in the vicinity, given the existing housing mix.*

*I could support an arrangement that offers 1 car parking space per existing cottage, together with the initial part of the proposed shared access being available for all users of the street for turning. Whilst this would clearly not be suitable for all vehicles, it will be of some benefit, given the constraints available, as opposed to none whatsoever as currently exists now. In order for this to be achievable, some 'keep clear' advisory markings would be needed to either side, to ensure as much of the carriageway and shared access can be utilised. I would have thought the first 6 to 7 metres into the site would be needed for this shared purpose, which should be constructed to adoptable standards. Each car parking space should be a minimum 4.8 metres x 2.4 metres. It may assist the layout if each space was able to reverse out and turn, rather than introduce a communal turning area shown. A minimum of 6 metres would be needed for this, or alternatively each space should be made wider to compensate.*

Their advice was that this could be a useful development to the residents of Vine Street in that a turning area could be provided within the new development site to allow vehicles in Vine Street to turn around at the cul de sac end. As suggested by the highways department this will be constructed to NYCC standards and extend into the site by approximately 6m.


In addition to this provision the proposed development will also provide a single car park space for each of the new dwellings and individual parking spaces for each of the existing 4 dwellings. This will help with the parking problems in Vine Street.

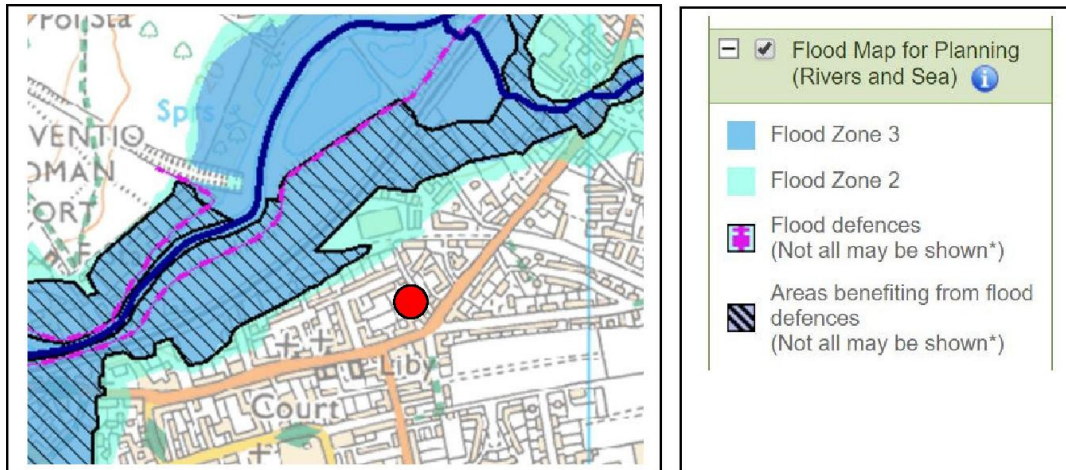
The car park area towards the southern boundary will have a strip in front of the car spaces to allow for turning.

The highway access from Vine Street will also allow for fire appliance access in case of emergency if required.

As recommended by the highways department and suggested by the planning department in the pre-application advice, the number of dwellings proposed is three.

## Flood risk

As suggested in the pre-application advice that this site is adjacent to flood zone three and after inspecting the environment agency site their advice and flood map is attached for your assessment and shows that the site is outside the flood risk area 



## Ecological

As suggested in the pre-application advice that although the site is within 250 m of the River Derwent SAC and SSSI it was not considered that development of this scale would need consultation with Natural England.

## Layout and design

At the recommendation of the pre-application advice and subsequent discussions with Ryedale Planning Department the proposed development will have three cottages located at the southern end of the site.

It is proposed to ensure the typology of these cottages will follow those of the existing four cottages in both material finish – slate and brickwork – and to the same scale in that they will be small two storey cottage style with an extended out-building towards the west to be in keeping with the character of the area, which will have less impact on the neighbouring occupiers at Athol Square. It also reflects similar linear developments that are situated in Norton. This type of development is in line with the type of infill development that enhances the area and will add to the range of houses available in Norton. To enhance the amenity facilities for these three dwellings it is proposed to provide them with their own car parking space and garden extending to the proposed car parking area.

To further enhance the facilities of the existing cottages it is proposed that cottage No 42 will have an extended garden connected to its existing garden on the southern boundary to increase their existing amenity facilities. In addition further individual garden/amenity areas will be made available to the existing cottages Nos 36, 38 and 40 by providing gardens towards the south of No 42 with individual access to these gardens from the new access road and car park area.

In this development bin storage areas will be provided for existing and proposed houses in the new spaces adjoining the car park area.