Yorkshire Dales National Park Authority

Planning Committee

25 November 2025

Applicant: Mr James Coote

Parish: West Witton

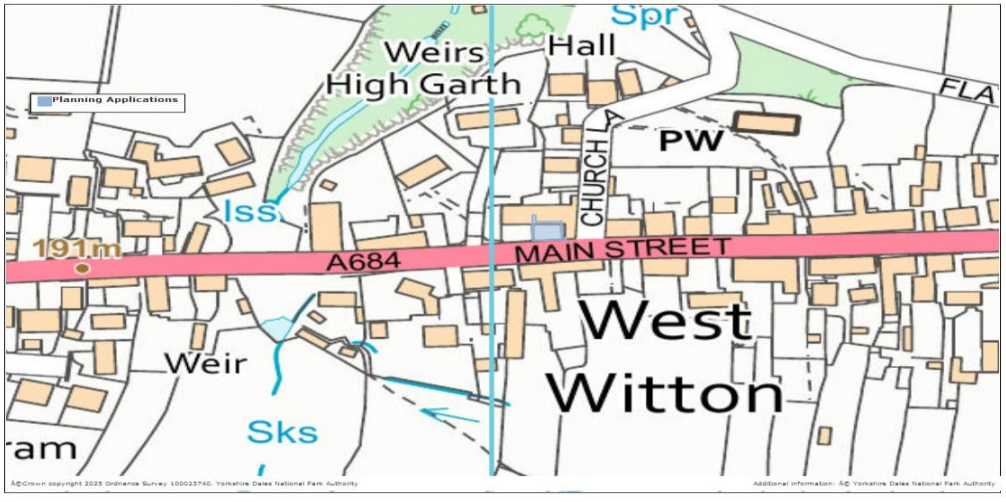
Application No: R/91/191

Site Address: Ghyll Holme, Main Street, West Witton, Leyburn, DL8 4LS

Proposal: Householder planning permission to create a 3.9m wide driveway with double gated access (using existing gate posts), provision of a porous block paved area for parking 2 cars and installation of an EV charger for charging an electric car

Purpose of Report

1. That Members approve planning permission for the above development in accordance with the recommendations below.



Reason For Committee Consideration

2. This application is reported to Committee for the following reason: in the opinion of the Head of Development Management it is in the best interests of the National Park Authority that the application is considered by the Committee.

Application Site

3. Ghyll Holme is a two-storey dwelling constructed in stone, located on the north side of Main Street, the A684, in West Witton. It is set back from the street by approx. 10 metres and has several single-storey extensions, including a porch on the front elevation. The curtilage comprises the house, the front garden and an irregular-shaped rear garden.

4. To the east of the house at Ghyll Holme is the adjoining two-storey dwelling 'The Cottage', which is adjacent to Church Lane. On the corner of Church Lane and Main Street, and to the east of the front garden of Ghyll Holme, is the detached two-storey dwelling Carden Cottage. To the west of Ghyll Holme is a two-storey dwelling called Sunnymede. To the rear (north) is a detached dwelling, Witton Lodge, which is accessed from Church Lane.

5. Opposite Main Street, to the south, is a row of buildings, which includes a village shop called Withywood Stores, as well as dwellings. Other commercial premises in the vicinity on Main Street are The Wensleydale Heifer, a hotel and restaurant 75m to the west, and The Fox, a pub 80m to the east.

6. Ghyll Holme and The Cottage are understood to be circa 19th Century construction. Sunnymede was constructed following planning permission in 1976. Carden Cottage is grade II listed (as "West Witton Pottery", in 1986) and dates to the early-mid 18th Century. The site is not located within or in the setting of a conservation area.

7. The application site comprises the front garden space of Ghyll Holme. The boundary along the pavement of Main Street is a dwarf mortared stone wall with black iron railings above and a hedge set behind it. The gate is metal painted black, with stone pillars on either side.

8. There is a second access to Ghyll Holme, in the same ownership, which is from Church Lane, by way of a narrow section of land that passes between the north of the curtilage of The Cottage and the south of the curtilage of Witton Lodge. At the east end are a pair of gates, set back 1.2m from the carriageway of Church Lane. Beyond the gates is an access approx. 12m in length which is 2.3m to 2.4m wide measured between the fences and walls that form its boundary. There is no turning/manoeuvring place and no electric vehicle (EV) charging on this rear way.

9. Main Street (the A684) has lanes in both directions in this location, with a 30mph speed limit and no parking restrictions or formal management. There is a pavement on both sides of Main Street. Church Lane is single-lane width carriageway, with no footway, no parking restrictions, and several lengths of unmetalled verges along its east side used for on-street parking.

Proposal

10. This is a householder application seeking planning permission to form a vehicular access directly onto Main Street, to serve Ghyll Holme. The access would be formed by a 3.9m wide pair of gates, situated on the curtilage boundary at the east end of the frontage. The existing pedestrian gate would be removed, with the stone pillars to be reused for the proposed gates. It is proposed that the style of the existing railings would be used in the design of the proposed gates.

11. The application also proposes the laying of a block paved area, which would cover almost all the area of the front garden, together with the installation of an electric vehicle (EV) charger. The block paving is proposed to be porous and a border soakaway would be created on the north, east and west sides of the paved area. The conifer tree would be retained.

12. Details have been submitted showing vehicle tracking for the turning / manoeuvring of two cars parked within the proposed paved area.

Relevant Planning History

13. There is no relevant planning history for the application site. However, the following applications pertaining to the neighbouring dwelling 'Sunnymede' are considered to be relevant:

    YD1/91/20A Full planning permission for the erection of a detached two-storey house Approved – Conditional 20/07/1976

    YD1/91/20B Full planning permission to form hardstanding for vehicle Approved – Conditional 16/12/1992

Consultations

14. The comments of statutory and non-statutory consultees are summarized below:

West Witton Parish Council
"Our response is made from the perspective how this may benefit (or not) the interests of the Parish and its residents along with consideration of the usual concerns, in a National Park village, for the environment, aesthetics and safety issues surrounding the vehicular and pedestrian traffic through this village."

"We acknowledge the documents presented by the applicant. We would wish to correct the impression given that the Parish Council or any of its members have indicated any prior approval for this application."

"Indications that might support the proposal:
It is understood that the residents of the property have two vehicles that must currently be parked on the highway. It is therefore likely that these vehicles would be parked on the driveway if the proposal was enacted. Given the width of the new gateway and dropped kerb area, this might reduce the occupied street space to one cars length. This would of course totally depend upon the way in which access is designed and the clear space required for visibility for egress from the property."

"Indications against the proposal:

Parking in this location is currently freely available to anybody. It is typically occupied on non-working times by residents who exclusively use the north side of the road for parking. This aids traffic flow through the village. During the working daytime this area is largely free of these vehicles, and it is quite regularly used by vehicles stopping to use the shop opposite or to deliver to the shop. This proposition would have the effect of permanently reducing the available parking, at these times, by at least one car length.

The current boundary line is a stone wall with iron railings and a pedestrian gate in line with the front door to the property. The railings are largely covered by bushes. This forms a continuous line with properties on either side and has been part of the fabric of the village for a long time and is in keeping with a Dales village. Opinions will no doubt vary as to whether this aesthetic may be damaged by removal of a large section of this wall and railings, but we feel this should be considered in the round.

We are extremely conscious of the potential impact that this proposal may have on the village shop. The shop has made its feelings known but we should stress the importance that the shop has within the village. It is an asset of high community value. The owners have not been here for long but have made huge strides to develop the shop. They have worked to understand the habits and profiles of their customers and now provide stock and service which matches this. We would not

support anything that might damage this going forward and there are risks from impact on parking which the shop owners will no doubt expand on.

Traffic in West Witton is a particular issue. The A684 is a busy main road through the valley and there is a complete mix of vehicular traffic from cycles and motorbikes through private cars to agricultural vehicles of all kinds and also quite large numbers of big articulated vehicles. There are many occasions when congestion occurs, and traffic speeds are very suspect at times. We also get many instances of vehicles mounting pavements due to conflicts of opposing traffic. Consideration should be given to the issues around the increased ingress and egress from properties especially when there are others so close by. Current access onto the road comes from Church Lane, Sunnymead and the access lane for Ghyll Edge and Hall Garth."

"Conclusion: The Parish Council is concerned that these issues should be put into balance and that our feelings would be to protect the position of the village shop with its parking concerns and the balance of the village aesthetics along with safety concerns. We cannot therefore actively support this proposal."

Highways
"Parking is proposed within the curtilage, including turning for vehicles allowing them to enter and exit the site in a forward gear. Consequently the Local Highway Authority recommends ... conditions."

"I can confirm that my comments have taken into account the frequent parking of vehicles on the road. The proposal to include vehicles within the revised curtilage will remove potentially 2 vehicles from parking on the road at the new gateway which can only help any perceived parking problem along this length of road."

Trees & Woodland Officer – YDNPA
"There appear to be no prominent trees of amenity value affected by the proposed development, therefore I have no comments or objections to make."

Fire and Rescue Service
No response has been received.

15. A site notice was displayed on 20 October 2025 and expired on 10 November 2025. Public responses received at the time of writing: 17

Representations received in objection: 11

- This driveway would not be taking two cars off the road but simply dispersing other cars elsewhere
- Parked cars offer natural traffic calming measures

- The result will mean fewer parking spaces for residents and shop users alike
- Shop customers need somewhere safe and legal to park as they do now
- Director of shop has sent the case officer several emails disputing the factuality of what the applicant has written in submissions
- Director of shop refutes that they had agreed to proposal, or that they have a holiday let (only a let room)
- New access would also impact deliveries to the shop
- Loss of valuable parking spaces for village shop, with resulting impact on customer parking and loss of passing trade
- Village shop is a community asset and a sustainable feature and integral to heritage and character of rural and National Park life. Village shop has a social and mental health purpose for local residents. Village shop is essential for the elderly in the village and those who do not drive
- Village shop purchased by current owners using a business loan, the application for which involved passing viability checks including relating to parking and passing trade, and this would apply to future purchasers
- Loss of parking space would affect ability for mobile post office van to find somewhere to park in location
- Manoeuvring in/out of new access would be dangerous to highway users and would result in backing up of traffic, also to detriment of passing trade to businesses in village
- Busy road with various users including motor cyclists, cyclists, farm machinery and horse riders
- Stone wall, railings, trees and hedge are attractive, form the line of the village street, and loss will harm the appearance of the village
- Applicants can park on Church Lane or on their existing drive off Church Lane, which was used by previous occupants and is a less busy road
- Applicants could use back garden rather than the front garden for proposal
- The EV charging point could easily be fitted to the existing drive
- Applicants currently manage to park their vehicles, without necessarily parking on Main Street
- Paving of green areas is not being encouraged nationally

Representations received in support: 5

- Parking in this part of Main Street is difficult due to residents without driveways, the village shop, holiday let, and people walking
- The proposal will ease the parking problems experienced and create a better view for cars coming out of Church Lane
- The proposal will use existing materials and railings and other than a small wall being removed, it will be just the same as it is now
- There would not be an adverse affect for shop as the proposal would have little, if any, effect on people stopping to visit the shop or their habits

- Railings are not that central to the village appearance, and suggests applicants could minimise further the changes in frontage appearance, eg keeping more of the hedge
- Church Lane is already at capacity for parked cars, most days and nights
- There has never been a designated space to park opposite the shop
- Properties along the main road should not be penalised unfairly due to the linear nature of the village

Representations received neither objecting nor supporting: 1

- If parking is to be restricted on the north side of Main Street, a consequence will be that more motorists will be tempted to park on the south side, block the driveway leading to Hollies East, Withywood Cottage and Bramley Cottage, and contributing further to the traffic queues
- Other than Withywood, the nearest shops are around four miles away.

Assessment

Key Issues:

- Planning Policy
- Highway Safety
- Design and Heritage
- Residential Amenities
- Employment Uses and Community Facilities
- Electric Vehicle charging
- Nature Recovery
- Parish Council comments
- Equality Act

Planning Policy

16. The adopted development plan is the Yorkshire Dales Local Plan (2015-2030). Policy SP1 states that the Authority will presume in favour of sustainable development. Included in the list of sustainable development are proposals that make the National Park a high quality place to live and work – including improving and supporting the use and retention of existing services, infrastructure and facilities; and reducing greenhouse gas emissions. Included in the list of that which is deemed to be unsustainable are: reducing the health and well-being of communities; reducing the strength, diversity or vitality of the local economy; and reducing access to local services and community facilities.

17. The emerging Yorkshire Dales Local Plan (2025-2040) is at an advanced stage, and relevant policies may be afforded weight in decision-making, in accordance with

NPPF paragraph 49. Policy CP1 states that the Authority will permit sustainable development that accords with the plan. In its list of that which either achieves or does not prejudice sustainable development are: improving or retaining existing services, infrastructure and facilities; using methods for development that are low carbon and long life; reducing greenhouse gas emissions. Included in its list of that which will be deemed unsustainable are the significant reduction in the health and well-being of local communities, access to local services and community facilities, or the strength and diversity of the local economy.

18. The proposal represents development that would be ancillary to an existing dwelling and is located within the existing curtilage. Policy SP4 (Development Quality), a strategic policy of the adopted local plan, sets out requirements for design, transport, safety, amenity and environmental safeguarding. The relevant policies in the emerging local plan are CP5 (Sustainable drainage), CP6 (Design) and CP7 (Energy requirements). This will be assessed in further sections of this report.

19. The proposed development is within the setting of a listed building. Policy L1 of the adopted plan and Policy AB1 of the emerging plan set out how designated and any undesignated heritage assets will be protected in decision-making. This will be assessed in the Design and Heritage section of this report.

20. In consideration of the village shop, the pub and the hotel in the vicinity, policies BE7 (Safeguarding employment uses) and C9 (Existing community facilities) of the adopted plan are relevant. The equivalent / relevant policies in the emerging local plan are E5 and C8 respectively. In the adopted and emerging plans, respective policies C9 and C8 both state that “Development … that would result in the loss of, or have an unacceptable adverse effect on, an existing community facility, will not be permitted…” This will be assessed in further sections of this report.

21. Policy W2 (Biodiversity enhancement) of the adopted plan and Policy CP9 of the emerging plan require development proposals to deliver wildlife enhancements. This will be assessed in the Nature Recovery section of this report.

Highway Safety

22. The Highway Engineer has no objection, subject to conditions concerning the design and construction, in connection with drainage, loose material, opening of gates, and retention of the turning area. The submitted details accord with the requirements of the highway authority and the engineer has confirmed that they have taken into consideration the parking of cars along Main Street. The proposal is therefore considered to be acceptable in regards to highway safety, for all users.

23. The proposal would create two on-site parking spaces, for use of the residents of the dwelling, and so potentially remove two vehicles which would likely be parked on a regular basis on-street in the vicinity, for instance on Main Street or Church Lane. As a two-bedroom dwelling in a rural area, two spaces accords with the North Yorkshire

parking standards. The formation of the access would also require an adjacent length of the north side of Main Street to be kept clear of parked cars, to avoid a potential obstruction of the access. Together, these factors would appear to represent a potential improvement to traffic flow on Main Street (the A684).

24. It is acknowledged that it is physically possible to park off-street at the rear of the house, by way of the existing access on Church Lane. However, the width of the access is marginally too narrow to represent a standard parking space (minimum width of 2.4m) along a length which could accommodate two cars (minimum length of 9.6m), and the narrowest part (2.3m), formed by a stone wall of the adjacent house at The Cottage, is close to the access. Parking a car along this way would potentially prevent pedestrian access to the gate into the neighbouring garden. A car would also have to reverse in or out of the access, resulting in manoeuvring on Church Lane. It is therefore considered that the proposed access represents an improved means of parking for residents of Ghyll Holme, compared to the existing access, in terms of highway safety.

Design and Heritage

25. Policy CP6 of the emerging local plan states that “The Authority will permit development proposals that deliver high quality design incorporating good visual appearance, low carbon emissions, resilient construction, accessibility for all, and that have regard to surrounding amenity.”

26. The existing low wall, railings and gate contribute positively to the character and appearance of the site, the setting of the listed building (Carden Cottage) and the street scene. These boundary features have a degree of historic and architectural significance, connected with the house at Ghyll Holme, and additionally contribute well in defining the street in this central part of the linear village. The proposal would involve the retention of the majority of the wall and railings, and the reuse of the stone gate pillars, with the new gates to be in the style of the existing railings. A planning condition can ensure that the design of the new gates is satisfactory and that the frontage is completed in accordance with approved plans following construction.

27. The proposal would involve the removal of vegetation, with only retention of a conifer tree, which would result in a less verdant and harder appearance of the site. It is acknowledged that the trees, hedge and other vegetation in the garden are not protected and could be removed without permission, though their removal is being proposed as a direct consequence of the proposed development. It is considered that the contribution the vegetation provides to the character and appearance of the site, setting and street scene is not significant enough to be necessary to require the retention or replacement of any of the trees or hedge.

28. The low wall and railings, and removal of the hedge and other vegetation, will result in a largely open view from the street into the site. The use of block paving is

considered to be acceptable, subject to a condition requiring submission and approval of full details of the materials to be used. A planning condition can also ensure the implementation of a satisfactory surface water drainage scheme, which is considered to be feasible within the site for this proposal.

29. Exact details of the proposed EV charging point have not been submitted. It is not necessary to require these details on the understanding that the charging apparatus will be within the standard parameters of a domestic EV charging system, as set out in the General Permitted Development Order.The charging point, being located away from the frontage and the listed building, would not have any material impact on the appearance or character of the site or wider setting.

30. Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that when considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. It is considered that the proposal, with the aforementioned planning conditions, would preserve the setting of the listed building, in accordance with this section.

Residential Amenities

31. The proposal would introduce motor vehicle movements to the front garden of Ghyll Holme. The impact of this on the residential amenities of neighbouring properties, including Sunnymede, Carden Cottage and The Cottage, and the dwellings opposite Main Street, would not amount to a significant change or increase, due to the substantial vehicle movements existing in this roadside location.

32. The formation of the access would result in an adjacent length of Main Street to be kept clear of parked cars, to avoid a potential obstruction of the access. It is acknowledged that this represents the removal of approx. 1 or 2 on-street parking spaces, which are potentially used for residents of and visitors to dwellings in the vicinity. It is also noted that several dwellings have some off-street parking available, including at Sunnymede. Main Street and Church Lane have unregulated parking, with parking possible at several places on these highways in the vicinity. It is considered that the reduction in on-street parking would not be detrimental to the residential amenities of neighbours in a significant way.

Employment Uses and Community Facilities

33. Representations have been made by the directors of the village shop ‘Withywood Stores’ which is located directly opposite the site and from members of the public in regard to this shop. The adopted and emerging local plans include village shops as community facilities and it is acknowledged that Withywood Stores represents both an existing employment use and a community facility.

34. Objections and concerns have been raised, which in summary are that the formation of the access would result in loss of available or valuable customer parking for the shop, and as a consequence be detrimental to its viability, which would potentially result in the loss of this community facility.

35. It is acknowledged that a length of the north side of Main Street directly opposite the shop, amounting to approx. 1 or 2 existing on-street parking spaces, would have to be kept clear of parked cars to avoid a potential obstruction of the access.

36. Both sides of Main Street have unregulated parking, with parking possible at several places on highways in the vicinity of the shop and other business premises, such as The Fox and the Wensleydale Heifer. It is understood that parking spaces become available along Main Street, within a reasonable walking distance of the shop, on a frequent basis throughout the day. Nonetheless, is acknowledged that on-street parking opposite the shop, adjacent to the application site, is particularly convenient for shop customers.

37. It is acknowledged that while the proposal would potentially remove two cars belonging to the residents or visitors at Ghyll Holme, from on-street parking spaces, the typical times of day which these cars would be parking in this location would not necessarily correspond to the opening times of the village shop.

38. Although the applicant has suggested that parking of customer vehicles for short durations in front of the proposed access would be allowed by the applicant, the control of parking on the highway is not in the applicant's control and could not be secured for perpetuity for instance by planning condition.

39. The director of the village shop has disputed the facts of what the applicant has written in submissions, including that the director had agreed to the proposal ahead of its submission as a planning application. Officers would note that subsequent representations, and information submitted by the applicant, has clarified these points of dispute, and that for this proposal it is not a material consideration whether or not the shop or any other neighbour had indicated their agreement.

40. It is not possible for officers to ascertain what the loss of 1 or 2 potential on-street parking spaces opposite the shop represents in overall terms of reduction of available parking, or deterioration of value or convenience of parking, relating to the shop use. Furthermore, notwithstanding not being able to ascertain a quantifiable reduction or deterioration, it is not clear what the effect would be for the overall viability of the village shop, as there would be other factors in its viability.

41. Having considered the representations received, and with the above considerations, there is no reliable evidence to conclude that the proposal would have a significant detrimental impact on the viability of the village shop opposite, or any other business or community facility, as it is not evident that the reduction in parking available would be significant in itself or be a significant factor in terms of viability. On this basis, the

proposal does not conflict with the relevant policies concerning existing employment uses and community facilities.

Electric Vehicle charging

42. Policy CP7 of the emerging local plan states that “The Authority will support renewable and low carbon energy proposals where they provide predominantly for the needs of communities, businesses or households inside the National Park.” Electric vehicle charging is included as “low carbon development” in Appendix 3 (Design Guidelines) of the emerging plan.

43. The proposed development would allow for off-street electric vehicle charging at the property. The capability for the existing rear access to provide for a charging point is significantly constrained by its narrow width, which could marginally allow for the parking of a car but possibly not allow for the charging point or use of cables. The potential to use possible off-street parking adjacent to the curtilage has also been considered not to be a suitable means of regular charging, having regard to the inconsistent availability of spaces adjacent to the curtilage.

44. The proposal, as facilitating an appropriate electric vehicle charging for this dwelling, is therefore supported by policies CP6 and CP7 of the emerging plan, and this represents a benefit in the planning assessment.

Nature Recovery

45. The application is exempt from statutory Biodiversity Net Gain as it is a householder application. Policy W2 of the adopted local plan, and policies CP6 and CP9 of the emerging local plan, nonetheless require wildlife enhancements, with policy CP9 stating that “In addition to the biodiversity net gain requirement, the National Park Authority will also continue to require small scale ecological features such as nesting bricks and bat boxes, to be incorporated into new development proposals…” The submitted details do not include such features, however they can be secured by planning condition.

Parish Council Comments

46. The comments received from West Witton Parish Council have been considered and addressed above.

Equality Act

47. The Authority has a duty under s.149 of the Equality Act 2010 to have regard to the need to eliminate discrimination and advance equality of opportunity between persons who share a relevant characteristic and persons who do not share it. The relevant characteristics are: age; disability; gender reassignment; marriage and civil

partnership; pregnancy and maternity; race; religion or belief; sex and sexual orientation.

48. It is considered that there are no overt reasons why this proposal would affect anyone with the protected characteristics such that the application should be permitted or refused on equality grounds.

Conclusion

49. Whilst it is acknowledged that there would be a potential loss of on street parking available for village shop customers there is no evidence that satisfactorily demonstrates this impact would be significantly detrimental to the viability of the shop. The provision of electric vehicle charging for the dwelling is a benefit that can be afforded some weight. Planning conditions can be imposed to ensure that the proposal is satisfactory in terms of highway safety, drainage, design, heritage, and wildlife enhancements. It is therefore considered that the proposal represents sustainable development as set out in strategic policies SP1 and CP1 of the adopted and emerging local plans respectively.

Recommendation

50. It is recommended that permission is granted subject to conditions including the following:

- Highways conditions requiring construction of access, parking, manoeuvring and turning spaces in accordance with approved details and retained thereafter.
- Gates to not open over highway (including footway)
- Details of surface materials, drainage, design and (reused) materials, and finishes, of gates and boundary wall / railings, to be approved and retained
- Details of wildlife enhancements to be installed.
- Installation of EV charger.

David Jones
Senior Planning Officer