



PLANNING COMMITTEE

Tuesday 16 February 2016 at 6.00 pm

Council Chamber, Ryedale House, Malton

Agenda

19 Late Observations

(Pages 2 - 101)

Agenda Item 19

RYEDALE
DISTRICT
COUNCIL



Please Contact: Mrs Karen Hood
Extension 386
Email: karen.hood@ryedale.gov.uk

All Members of the Planning Committee
Council Solicitor
Head of Planning & Housing
Managing Development Team Leader

Ref: Agendas/Planning/2015/2016

12 February 2016

Dear Councillor

Meeting of the Planning Committee - 16 February 2016

With reference to the above meeting I enclose for your attention the late observations received since despatch of the agenda.

Yours sincerely

A handwritten signature in black ink, appearing to read 'K Hood', is written over a faint, larger version of the same signature.

Mrs Karen Hood
Managing Development Team Leader

Enc

APPLICATION NO: 15/01180/MFUL

PROPOSAL: In filling of fishing lake together with change of use of land to form a 158no. space car park with siting of 7no. glamping units and erection of reception building to accommodate cafe, shop, exhibition and meeting space, service kitchen, public toilets and shower rooms, storage and a 3 bedroom managers apartment to include demolition of existing service building that includes owners private accommodation, and formation of on site road, pathways and landscaping

LOCATION: Pickering Trout Lake, Undercliffe, Pickering, North Yorkshire, YO18 8JH

RECOMMENDED CONDITIONS

- 1 The development hereby permitted shall be begun on or before ^IN;

Reason:- To ensure compliance with Section 51 of the Planning and Compulsory Purchase Act 2004

- 2 No development shall take place on site, until a method statement in relation to the potential presence of White Clawed Crayfish in the lake has been submitted to, and approved in writing by the Local Planning Authority. Thereafter all development shall be carried out in accordance with the approved method statement.

Reason: In the interests of biodiversity, to ensure that no protected species are harmed by the development, and to satisfy the requirements of the NPPF, Policy SP14 of the Ryedale Plan - Local Plan Strategy, and the Wildlife and Countryside Act.1981.

- 3 Unless otherwise approved in writing by the Local Planning Authority in consultation with the Highway Authority, the development shall not be brought into use until provision of a pedestrian route, from the site to Park Street, as shown on drawing number LTP/2044/01/002.01 Rev B is provided and appropriately lit and signed. This route must be kept available and fully open to the public during the car park operating hours until such time as an alternative route is provided and the Local Planning Authority in consultation with the Highway Authority agrees in writing to its withdrawal.

Reason; To ensure a satisfactory pedestrian route, and to satisfy the requirements of Policy SP20 of the Ryedale Plan - Local Plan Strategy.

- 4 Unless otherwise approved in writing by the Local Planning Authority, there shall be no excavation or other groundworks, except for investigative works, or the depositing of material on the site until the access(es) to the site have been set out and constructed in accordance with the published Specification of the Highway Authority and the following requirements:
 - a. The existing access shall be improved by widening the access to 6.3 metres as shown on drawing no. 2044/T1/01.01 that part of the access road extending 10metres into the site shall be constructed in accordance with standard detail E7

 - b. Any gates or barriers shall be erected a minimum distance of 10 metres back from the carriageway of the existing highway and shall not be able to swing over the existing or proposed highway.

c. Provision to prevent surface water from the site/plot discharging onto the existing or proposed highway shall be constructed in accordance with the approved details and maintained thereafter to prevent such discharges.

All works shall accord with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason:- In accordance with Policy SP20 of the Ryedale Plan - Local Plan Strategy and to ensure a satisfactory means of access to the site from the public highway in the interests of vehicle and pedestrian safety and convenience.

- 5 The development shall not be brought into use until a splay is provided eastwards giving clear visibility of 18.5m measured along the centre line of the major road from a point measured 2.0m down the centre line of the access. The eye height will be 1.05 metres and the object height shall be 0.6m. Once created, these visibility areas shall be maintained clear of any obstruction and retained for their intended purpose at all times.

Reason: In accordance with policy SP20 of the Ryedale Plan - Local Plan Strategy and in the interests of road safety.

- 6 Unless otherwise agreed in writing by the Local Planning Authority, there shall be no excavation or other ground works, or the depositing of material on site until a survey has been submitted to, and approved in writing by the Local Planning Authority, in conjunction with the Highway Authority, that demonstrates that the bridge and access from the site to Undercliffe, is structurally capable of carrying all construction traffic associated with the development. The survey shall be carried out in accordance with a methodology that has first been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the access to the site is safe, and the development does not damage the existing bridge. And to satisfy the requirements of Policy SP20 of the Ryedale Plan - Local Plan Strategy and the NPPF.

- 7 Surface water draining from areas of vehicle parking shall be passed through an oil interceptor or series of oil interceptors, prior to being discharged into any watercourse, soakaway or surface water sewer. The interceptor(s) shall be designed and constructed to have a capacity compatible with the area being drained, shall be installed prior to the occupation of the development and shall thereafter be retained and maintained throughout the lifetime of the development. Clean roof water shall not pass through the interceptor(s). Vehicle washdowns and detergents shall not be passed through the interceptor

Reason: To maintain water quality, and to satisfy the requirements of Policy SP17 of the Ryedale Plan - Local Plan Strategy.

- 8 Unless approved otherwise in writing by the Local Planning Authority, there shall be no establishment on a site compound, site clearance, demolition, excavation or depositing of material in connection with the construction of the site, until proposals have been submitted to and approved in writing by the Local Planning Authority for the provision of:

(i) on-site parking capable of accommodating all staff and sub- contractors vehicles clear of the public highway

(ii) on-site materials storage area capable of accommodating all materials required for the operation of the site.

The approved areas shall be kept available for their intended use at all times that construction works are in operation. No vehicles associated with on-site construction works shall be parked on the public highway or outside the application site.

Reason:- In accordance with Policy SP20 and to provide for appropriate on-site vehicle parking and the storage facilities, in the interests of highway safety and the general amenity of the area.

9 The development shall be carried out in accordance with the submitted flood risk assessment (by GGP Consult Ltd, dated August 2015) and the following mitigation measures it details:

1. Surface water shall be limited to the greenfield runoff rate so that the proposed development does not increase the risk of flooding off-site.
2. Provision of a minimum of 3,650.73m³ compensatory flood storage as detailed in section 9 to manage the flood flows on site so that they are not pushed onto others. Measures will include creation of a swale and not raising car park levels above 31.75m AOD (existing maintained level of the lake) in the location of the existing lake. The applicant should be aware that surface water attenuation storage cannot be utilised for the storage of flood flows, as it may not be available for use at the time of flooding.
3. Finished floor levels shall be set no lower than 33.38m above Ordnance Datum (AOD).
4. The flood resilience measures detailed in section 12 are to be incorporated into the development.

These measures shall be fully implemented prior to occupation, and according to the scheme's phasing arrangements (or with any other period, as agreed in writing, by the Local Planning Authority).

Reason: To ensure the satisfactory storage of/disposal of surface water from the site, to prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided and to reduce the risk of flooding to the proposed developments and future occupants. And to satisfy the requirements of the NPPF and policy SP17 of the Ryedale Plan - Local Plan Strategy.

10 There shall be no raising of ground levels within flood zone 3. All excess spoil shall be removed from site.

Reason: To ensure that there is no loss of flood storage on site, and that future flood flows are not pushed onto others, and to satisfy the requirements of policy SP17 of the Ryedale Plan - Local Plan Strategy and the NPPF.

11 The development shall be carried out in accordance with the submitted flood warning and evacuation plan, which shall be updated in accordance with the guidelines of the Environment Agency.

Reason: In the interests of safe access/ egress, to ensure that use of the site does not impact on the emergency services, and to satisfy the requirements of the NPPF, the Technical Guidance to the National Planning Policy Framework, and policy SP17 of the Ryedale Plan - Local Plan Strategy.

12 The package treatment plant and the petrol interceptor shall be operated in accordance with a management plan, details of which shall be submitted to and approved in writing by the Local Planning authority.

Reason: In the interests of protecting water sources, ecology and to satisfy the requirements of policy SP17 of the Ryedale Plan - Local Plan Strategy and the NPPF.

- 13 Prior to the commencement of the development hereby permitted, or such longer period as may be agreed in writing with the Local Planning Authority, details and samples of the materials to be used on the exterior of the building the subject of this permission shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure a satisfactory external appearance and to satisfy the requirements of Policies SP12, SP16 and SP20 of the Ryedale Plan - Local Plan Strategy.

- 14 Prior to the commencement of work on the construction of the reception building that part of the development hereby permitted, the developer shall construct on site for the written approval of the Local Planning Authority, a one metre square free standing panel of the external walling to be used in the construction of building. The panel so constructed shall be retained only until the development has been completed.

Reason: To ensure a satisfactory external appearance and to satisfy the requirements of Policies SP12, SP16 and SP20 of the Ryedale Plan - Local Plan Strategy.

- 15 Prior to the commencement of any work on site, a programme of works and methodology for all construction traffic, shall be submitted to, and approved in writing by the Local Planning Authority. The programme and methodology shall include agreement with the North Yorkshire Moors Railway, and the Office of Road and Rail Regulation. It shall also include timings for all such work. Thereafter all work shall be carried out in accordance with the approved programme and methodology unless a variation has first been agreed in writing by the Local Planning Authority.

Reason: In the interests of highway and pedestrian safety, and the amenities of neighbouring occupiers, and to satisfy the requirements of Policy SP20 of the Ryedale Plan - Local Plan Strategy.

- 16 Prior to the commencement of the construction of the reception building hereby approved, and notwithstanding the submitted plans, details of all windows, and doors, including means of opening, depth of reveal and external finish on 1:10 scale drawings shall be submitted to and approved in writing by the Local Planning Authority

Reason: To ensure an appropriate appearance and to comply with the requirements of Policies SP12 and SP16 of the Ryedale Plan - Local Plan Strategy.

- 17 Unless otherwise agreed in writing, the rainwater goods on the reception building shall utilise rise and fall brackets, and shall be constructed of cast iron.

Reason: To ensure an appropriate appearance and to comply with the requirements of Policies SP12 and SP16 of the Ryedale Plan - Local Plan Strategy.

- 18 Notwithstanding the submitted details, there shall be no external lighting within the site, or on any building, unless details have first been submitted to, and approved in writing by the Local Planning Authority.

Reasons: In the interests of visual amenity, and to protect the character of Pickering Conservation Area, and the setting of Pickering Castle, and to satisfy the requirements of policy SP12 of the Ryedale Plan - Local Plan Strategy.

- 19 Notwithstanding the submitted details, and prior to the commencement of the development hereby permitted, details of the hard landscaping and surfacing within the site shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To satisfy the requirements of Policies SP12 and SP16 of the Ryedale Plan – Local Plan Strategy.

- 20 The glamping accommodation hereby permitted shall be occupied for holiday purposes only; and not as a person's sole or main place of residence.

Reason: It is not considered that the application site is suitable for permanent residential use because it is located in open countryside, in an area where permanent residential development is only permitted in exceptional circumstances, and the site lies within a wider area liable to flooding, and to satisfy the requirements of Policies SP20 and SP21 of the Ryedale Plan - Local Plan Strategy.

- 21 The owners/operators of the accommodation hereby permitted shall maintain an up-to-date register of lettings/occupation of the glamping units, and advertising will be maintained at all times and shall be made available for inspection to an officer of the Local Planning Authority on request.

Reason: To ensure the holiday unit does not become occupied as a permanent dwelling and to comply with the requirements of Policy SP20 and Policy SP21 of the Ryedale Plan.

- 22 Unless otherwise agreed in writing by the Local Planning Authority, the glamping accommodation car park and reception building shall be retained in the same ownership, and no part sold or let out separately.

Reason: The site is located adjacent to an area liable to flood, which requires the applicant to sign up to the flood line, and also implement the flood risk strategy. It is not considered that this can be adequately managed if parts of the site are in separate ownership.

- 23 Unless otherwise agreed in writing by the Local Planning Authority, the glamping units shall be restricted to a maximum of 7 units sited in the area shown on the drawing AR20 Revision A. They shall comprise former railway rolling stock, details of which shall first be submitted to, and approved in writing by the Local Planning Authority prior to their siting on the application site.

Reason: To ensure that the development of the site accords with policies SP12, SP16 and SP17 of the Ryedale Plan - Local Plan Strategy in relation to flood risk and heritage impact.

- 24 Notwithstanding the provisions of The Town and Country Planning (General Permitted Development)(England)Order 2015) (or any Order revoking and re-enacting that Order with or without modifications), no part of the site shall be used for the siting of caravans, campervans, glamping units, lodges, tents or any other form of holiday accommodation. With the exception of:

- the 7 glamping units shown on the submitted plans and;
- use of the car park for the siting of caravans and campervans during a maximum 6 day period in connection with the annual war weekend.

Reason: The site is not considered to be suitable for the siting of holiday use except as detailed above for heritage, flood risk and neighbour amenity reasons. And to satisfy the requirements of policies SP21, SP17, SP12 and SP8 of the Ryedale Plan - Local Plan Strategy.

- 25 Unless otherwise agreed in writing by the Local Planning Authority, the car park shall not be used for 24 hour stay subject to the following exceptions:

- The use of the owners accommodation and occupants of the glamping units;
- Use of the car park as detailed in Condition 24; and
- Parking for neighbouring occupiers with a residents pass in identified spaces, details of which shall first be submitted to and approved in writing by the Local Planning Authority

Reason: In the interests of heritage of the area, flood risk and neighbour amenity, and to satisfy the requirements of Policies SP12, SP17 and SP20 of the Ryedale Plan - Local Plan Strategy.

- 26 The building hereby approved shall be used as a reception building to include cafe, shop, railway related exhibition use and public toilets and shower facilities for the glamping units.

Reason: For the avoidance of doubt, and to satisfy the policies contained in the Ryedale Plan - Local Plan Strategy and the NPPF.

- 27 Unless otherwise agreed in writing by the Local Planning Authority, the multi function space shall be restricted to exhibitions, meetings and shop sales in connection with the railway only. The cafe area shall be restricted to a maximum of 35 covers and a 105m² floor area. The retail space shall be restricted to a maximum floor area of 71m². 80% of the floor area of sales from the building shall be railway related. The 20% of the floor area utilised for general sales shall be restricted to a maximum floor area of 15m².

Reason: It is not considered that the location of the site outside the town centre commercial limits is appropriate. And to satisfy the requirements of Policy SP7 of the Ryedale Plan - Local Plan Strategy and the NPPF.

- 28 Unless otherwise agreed in writing by the Local Planning Authority, and with the exception of the toilets and showers, the reception building shall not be open to the public outside the hours of 8am until 8pm.

Reason; In the interests of preserving the amenities of neighbouring occupiers, and the character of the area, and to satisfy the requirements of policy SP20 of the Ryedale Plan - Local Plan Strategy.

29. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development)(England) Order 2015 or any document amending it with the exception of cold sandwiches, the cafe shall be used for the sale of food and drink on the premises only, and not as a hot food takeaway.

Reason: In the interests of the amenities of the area, and the amenities of neighbouring occupiers, and to satisfy the requirements of policy SP12 and SP20 of the Ryedale Plan - Local Plan Strategy.

- 30 The residential accommodation shall be restricted to the part of the building shown on the submitted plans, and shall be occupied by a manager of the reception building, the Glamping units and the car park.

Reason; In the interests of flood risk, neighbour amenity and heritage, and to satisfy the requirements of policies SP20, SP17, SP12 of the Ryedale Plan - Local Plan Strategy.

- 31 Unless otherwise agreed in writing by the Local Planning Authority, no building or other obstruction including new tree planting, shall be permitted over or within 5.0 (five) metres either side of the centre line of the water main, which cross the site (In order to allow sufficient access for maintenance and repair and to protect the structural integrity of the pipe from tree root infestation).

Reason: To ensure maintenance and protection of water courses, and to satisfy the requirements of policy SP12 of the Ryedale Plan - Local Plan Strategy and the NPPF.

- 32 Prior to the commencement of the development hereby approved, a management plan and programme of works for the infilling of the trout lake shall be submitted to, and approved in writing by the Local Planning Authority in conjunction with North Yorkshire Highways, the NYMR and the relevant rail regulator. The plan shall include type of fill, number of vehicular movements, size of lorries and hours of operation. There after the development, including construction work, shall be carried out in accordance with the submitted plan.

Reason: In the interests of highway and railway safety, and to satisfy the requirements of the NPPF, and Policy SP20 of the Ryedale Plan - Local Plan Strategy

- 33 There shall be no commencement of development on site until the applicants demonstrate that a safety plan for the use of the level crossing has been agreed in writing relevant rail regulator for the level crossing.

Reason: In the interests of highway and rail safety, and to satisfy the requirements of Policy SP20 of the Ryedale Plan - Local Plan Strategy.

- 34 Notwithstanding the submitted information, the development shall be carried out in accordance with a phasing programme of details which shall first be submitted to, and approved in writing by the Local Planning Authority.

Reason.: In the interests of maintaining the character of the area, and the amenities of neighbouring occupiers, and to satisfy the requirements of Policies SP12, SP16, SP17 and SP20.

- 35 Precise details of the re-building of the end gable of the existing building on site to facilitate the access to the site, shall be submitted to, and approved in writing by the Local Planning Authority prior to such works being carried out on site. Thereafter the building shall be demolished in its entirety prior to the occupation of the reception building and the glamping units.

Reason: In the interests of maintaining the character of the area, and to satisfy the requirements of Policies SP12, SP16 and SP20 of the Ryedale Plan - Local Plan Strategy and the NPPF

- 36 Unless a phasing plan has first been agreed in writing by the Local Planning Authority, all planting, seeding and/or turfing shown on drawing 4258-3-06-AR20-01-A1 shall be carried out in the first planting season following the commencement of the development, or such longer period as may be agreed in writing by the Local Planning Authority. Any trees or shrubs which, within a period of five years from being planted, die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar sizes and species, unless the Local Planning Authority gives written consent to any variation.

Reason: To enhance the appearance of the development hereby approved and to comply with the requirements of Policy ENV7 of the Ryedale Local Plan

- 37 Public access of the site shall be via the main entrance at the southern end. The existing access shown at the northern end of the site shall be only be used by the applicant and his family.

Reason: For the avoidance of doubt, in the interests of visual amenity and highway safety, and to satisfy the requirements of policy SP20 of the Ryedale Plan - Local Plan Strategy.

- 38 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development)(England) Order 2015 or any document amending the area shown for car parking shall not be used for any other purpose.

Reason: In the interests of maintaining the character of the area, and the amenities of neighbouring occupiers, and to satisfy the requirements of Policy SP12 and SP20 of the Ryedale Plan - Local Plan Strategy.

- 39 Approved plans condition

INFORMATIVES:

- 1 You are advised that a separate licence will be required from the Highway Authority in order to allow any works in the adopted highway to be carried out. The 'Specification for Housing and Industrial Estate Roads and Private Street Works' published by North Yorkshire County Council, the Highway Authority, is available at the County Council's offices. The local office of the Highway Authority will also be pleased to provide the detailed constructional specification referred to in this condition.
- 2 Before fish can be moved to other water, written consents from the Environment Agency will be required to:
 - Catch the fish is using an instrument other than a rod and line
 - Introduce fish to another water body



Thornton-Le-Dale

Site

APPLICATION NO: 15/01323/MFUL

PROPOSAL: **Erection of 6no. two bedroom dwellings, 7no. three bedroom dwellings and 5no. four bedroom dwellings with associated garaging, parking and amenity areas and formation of vehicular access on to High Street**

LOCATION: **Land East Of High Street, Slingsby, Malton**

UPDATE REPORT

The plans and elevations proposed were not included on the original agenda, the plans including those additional plans received since the earlier Committee report was prepared, are appended to this report for completeness. Members will appreciate the following information was outstanding when the Committee report was prepared:

- Details of the existing and proposed levels on the site;
- Confirmation of the window and door materials;
- Ground surfacing details;
- The views of the Tree and Landscape Officer;
- The views of the Highway Authority;
- Details of how surface water is to be drained from the site, including a detailed scheme to ensure this is possible and that it will not unacceptably increase the proposed site levels; and
- Precise details of proposed boundaries and the treatment of the existing stone wall, including any reduction in its height.

In addition, when preparing the Committee report, re-consultation had just commenced on revisions to increase the floor sizes to 79m² of Plots 1, 2, 15 and 16 in order to meet the requirements of Registered Providers (RP). To date no additional responses have been received, the consultation period expires on 18 February 2016. The changes in this respect are considered to be acceptable and to provide an enhancement to the Conservation Area.

Additional information has been submitted in regard to the proposed boundary details, existing stone wall proposals, proposed levels, and ground surfacing materials. The Conservation Officer and Case Officer have re-visited the site to assess these details prior to the preparation of this update report.

Proposed Levels

The application site is on an elevated area with hardstanding at present. The hardstanding slopes to the north, which reflects the fall in land levels from the B1257 in a northerly direction. As a result, High Street is on a much lower level than the application site, so both the application site and the two pairs of semi-detached properties on the western side of High Street are substantially elevated above the road level. The application site has a steep embankment from the road level to the site with a stone wall on the boundary; the level within the site is approximately 1m lower than the top of the stone wall and also slopes towards the north. The site is also substantially lower than Hunters Hill and Croft Hill on the south and south-eastern side. Croft House is located on an elevated position above the site and its garden level gradually reduces in height in a northerly direction along the eastern boundary of the site. The change in ground levels is also relatively pronounced between West Cottage to the north and the application site along High Street, with West Cottage being substantially lower, again reflecting the natural change in ground levels.

The proposal seeks to build off the existing ground levels within the site. The properties have much higher finished ground floor levels than the road level on High Street, by nearly 4m in some instances. The proposed development will be noticeable from the B1257, particularly when passing through the village, and the scale of the proposed development will be very visible. However, the appearance of the site at present is very noticeable and the proposed development is considered to represent an enhancement. The change in levels for the proposed dwellings along High Street is 1.65m between Plot 1 and Plot 15, and the change in road level between the same plots is approximately 3m. This proposed change in levels is also representative of the steeper verges in front of the respective plots. It is considered that to reduce the levels further would mean the proposed development could be at odds with the surrounding properties with some of the proposed properties being substantially lower than the existing stone wall. The two pairs of semi-detached properties on the opposite side of the High Street are also on substantially higher land than the road level. These existing properties also have broadly similar levels to the proposed dwellings, if not, slightly lower. There are also buildings to the south and south west that have higher ridge heights than the proposed dwellings. The relationship between plot 1 and West Cottage is considered to be acceptable given the 21m separation and the existence of the stone wall.

The highest finished ground floor level is proposed for Plot 12, but this is still approximately 2.5m below the garden level of Hunters Hill, the adjoining property to the southern side. The finished floor levels progressively fall to the north which is also reflective of the existing ground levels both within and outside the application site. The proposed new road is graded from High Street into the development rising approximately 2.6m. The Conservation Officer has no objection to these proposed levels, and considers these to be the most appropriate in the context of the site and surrounding properties.

In summary, the proposed development will be readily visible given the existing site levels and the retention of the existing stone wall. The proposed properties will be substantially higher than the road level on High Street. However, in this context the proposed development is considered to relate well to surrounding properties and to ensure that the character and appearance of the Conservation Area is enhanced.

Windows and Door details

It is proposed that the elevations of plots 1, 2,3,4,11,12, 15, 16, 17, and 18 facing a road will have timber windows. All other elevations are proposed to have UPVC windows.

There is no objection to the use of timber windows in the elevations of the plots detailed. The use of UPVC windows on the remaining elevations is a concern. However, these elevations are the less sensitive locations and with the evolution of UPVC windows, there are some examples of such windows that can be considered to be acceptable in Conservation Areas. As such, it is not considered to be possible to rule out UPVC in this location and a condition is recommended accordingly to ensure the window details proposed are acceptable in terms of their design, glazing bars, profile, method of opening, and level of reveal.

No details have been provided in regard to door details. It is considered that this can also be addressed by a condition.

Ground surfacing details

The proposed adopted access and footpaths are to be of tarmac, with the proposed private access areas finished in grey block paving. The parking spaces are to be of heather block paving. The paths are to be constructed of 900mm sandstone paving slabs. The remaining parts of the gardens are to be grassed. These details have been discussed with the Conservation Officer and are considered to be acceptable.

Tree and Landscape Officer views

The Tree and Landscape Officer has requested that the garages for plots 9 and 10 are omitted because of their potential to damage the root systems of an adjoining tree. The applicant has agreed to this request and conditions are requested to protect the trees on the eastern side.

Highway Authority views

The Highway Authority has confirmed that there is no objection to the application subject to detailed conditions. One of the conditions relates to the provision of a new glazed bus shelter. At present there is a bus stop adjoining the site, located approximately where the new access is to be formed but no shelter. There is no objection to the requirement for a new bus stop, however, given that the site is within the Slingsby Conservation Area, a new glazed bus stop may not be appropriate. The recommended condition has therefore been amended so that the requirement is for a new bus stop, raised kerbs and footway. An informative is added that, should the new location be capable of accommodating a bus stop shelter, this should relate to the character of the area, it is located within.

Surface water drainage details

The developer has submitted a revised drainage scheme that utilises the proposed finished grounds levels appraised above. The drainage scheme seeks to attenuate surface water on site, and discharge at a restricted rate into a storm water drain in High Street. The discharge rate is above that requested by the Internal Drainage Board. The details have been sent to the Internal Drainage Board and Yorkshire Water to establish if these details are satisfactory. Members will be updated at the meeting.

Boundary details and the treatment of the existing stone wall

Apart from the formation of the new access road, the stone wall is maintained at the existing height. A condition is recommended to ensure that this occurs. The Conservation Officer has requested that the stone that will be demolished to create the access is re-used within the development; this could be on the new stone walls within the site. Again, a condition is recommended to this effect.

It is proposed to have 'Yellow' stone walls on the side of plots 4 and 15 on the entrance to the development with hedges on the frontage of all the other plots. The rear areas and rear boundaries between plots are to have 1.8m high close boarded fences. A new stone wall is proposed to the south of plot 15. There is considered to be no objection to this boundary treatment. It is anticipated that the reference to 'Yellow' stone is to that of natural limestone, however, the imposition of a condition is required to ensure that the precise type of stone is agreed prior to commencement of the development. Together with the hedge species.

Conclusion

It is considered that the proposed scheme will be capable of enhancing the character and appearance of the Slingsby Conservation Area and will ensure the setting of nearby Listed Buildings is not adversely affected. It is also considered that the proposal will not adversely affect the amenity of the occupiers of adjoining properties.

Subject to the surface water drainage scheme being considered satisfactory, the expiry of the consultation period, and the completion of a S106 Agreement, this application can be recommended for approval.

RECOMMENDATION: Approval subject to confirmation that the surface water drainage details are acceptable, the expiry of the consultation period and the completion of s106 agreement in regard to Affordable Housing and Public Open Space

RECOMMENDED CONDITIONS

01 The development hereby permitted shall be begun on or before 21 January 2018.

Reason:- To ensure compliance with Section 51 of the Planning and Compulsory Purchase Act 2004

02 Notwithstanding the submitted details, and before the development hereby permitted is commenced, or such longer period as may be agreed in writing with the Local Planning Authority, details and samples of the materials to be used on the exterior of the buildings boundaries and structures, the subject of this permission shall be submitted to and approved in writing by the Local Planning Authority.

(NB Pursuant to this condition the applicant is asked to complete and return the attached proforma before the development commences so that materials can be agreed and the requirements of the condition discharged)

Reason: To ensure a satisfactory external appearance and to satisfy the requirements of Policy SP20 of the Ryedale Plan - Local Plan Strategy.

03 Prior to the commencement of the development hereby permitted, the developer shall construct on site for the written approval of the Local Planning Authority, a one metre square free standing panel of the external walling to be used in the construction of building. The panel so constructed shall be retained only until the development has been completed.

Reason: To ensure a satisfactory external appearance and to satisfy the requirements of Policy SP20 of the Ryedale Plan - Local Plan Strategy.

04 Notwithstanding the details submitted and prior to the commencement of the development, details of all windows, doors and garage doors, including their design, profile, material, glazing bar details means of opening, depth of reveal, external finish, and cross-sectional drawings at 1:20 shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure an appropriate appearance and to comply with the requirements of Policy SP20 of the Ryedale Plan - Local Plan Strategy.

05 Before any part of the development hereby approved commences, plans showing details of landscaping and planting schemes shall be submitted to and approved in writing by the Local Planning Authority. The schemes shall provide for the planting of trees and shrubs and show areas to be grass seeded or turfed where appropriate to the development. The submitted plans and/or accompanying schedules shall indicate numbers, species, heights on planting, and positions of all trees and shrubs including existing items to be retained. All planting, seeding and/or turfing comprised in the above scheme shall be carried out in the first planting season following the commencement of the development, or such longer period as may be agreed in writing by the Local Planning Authority. Any trees or shrubs which, within a period of five years from being planted, die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar sizes and species, unless the Local Planning Authority gives written consent to any variation.

Reason: To enhance the appearance of the development hereby approved and to comply with the requirements of Policy SP20 of the Ryedale Plan - Local Plan Strategy.

06 A) No demolition/development shall take place/commence until a Written Scheme of Investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of significance and research questions; and:

1. The programme and methodology of site investigation and recording
2. Community involvement and/or outreach proposals
3. The programme for post investigation assessment
4. Provision to be made for analysis of the site investigation and recording
5. Provision to be made for publication and dissemination of the analysis and records of the site investigation
6. Provision to be made for archive deposition of the analysis and records of the site investigation
7. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.

B) No demolition/development shall take place other than in accordance with the Written Scheme of Investigation approved under condition (A).

C) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition (A) and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.

Reason:- The site is of archaeological interest and investigation/protection and observation of the site is required by the National Planning Policy Framework.

07 Notwithstanding the provisions of Schedule 2, Part 1 of the Town & Country Planning (General Permitted development) Order 1995 (or any Order revoking, re-enacting or amending that Order), development of the following classes shall not be undertaken on Plots 1-4 and 15-18 other than as may be approved in writing by the Local Planning Authority following a specific application in that respect:

Class A: Enlargement, improvement or alteration of a dwellinghouse

Class B: Roof alteration to enlarge a dwellinghouse

Class C: Any other alteration to the roof of a dwellinghouse

Class D: Erection or construction of a domestic external porch

Class E: Provision within the curtilage of a dwellinghouse of any building or enclosure, swimming or other pool required for a purpose incidental to the enjoyment of a dwellinghouse or the maintenance, improvement or other alteration of such a building or enclosure.

Reason:- To ensure that the appearance of the area is not prejudiced by the introduction of unacceptable materials and/or structure(s) and to satisfy Policy SP20 of the Ryedale Plan - Local Plan Strategy.

08 Prior to the commencement of any part of this development, precise details of a scheme for the discharge of surface water from the site shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be undertaken in accordance with the details thereby agreed.

Reason:- In order to ensure the site is effectively drained and to satisfy Policy SP17 of the Ryedale Plan - Local Plan Strategy.

- 09 Notwithstanding the plans hereby approved, details of the eaves details on all the buildings hereby approved shall be submitted to and approved in writing by the Local Planning Authority, prior to the commencement of the development.

Reason:- In order to ensure a satisfactory external appearance and to satisfy Policies SP 12, SP 16 and SP 20 of the Ryedale Plan - Local Plan Strategy.

- 10 Further intrusive investigation as recommended in the Hymas Site Services Site Investigation Report reference number 7638.05, September 2005 shall be carried out to determine the extent of contamination over the whole site when the site has been cleared of buildings with a view to preparing a full risk assessment for the site.

Development shall not commence until a Remediation Strategy has been submitted to and approved in writing by the Local Planning Authority. The approved remediation measures shall be implemented in accordance with the timescales in the Remediation Strategy Report.

Reports shall be prepared in accordance with Contaminated Land Report 11 and BS 101 75 Code of Practice for the Investigation of Potential Contaminated Sites.

Reason:- In order to assess the potential contamination of the site, and to satisfy the National Planning Policy Framework.

- 11 Unless otherwise approved in writing by the Local Planning Authority, there shall be no excavation or other groundworks, except for investigative works or the depositing of material on the site, unless the following drawings and details have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority:

(1) Detailed engineering drawings to a scale of not less than 1:500 and based upon an accurate survey showing:

- (a) the proposed highway layout including the highway boundary
- (b) dimensions of any carriageway, cycleway, footway, and verges
- (c) visibility splays
- (d) the proposed buildings and site layout, including levels
- (e) accesses and driveways
- (f) drainage and sewerage system
- (g) lining and signing
- (h) traffic calming measures
- (i) all types of surfacing (including tactiles), kerbing and edging.

(2) Longitudinal sections to a scale of not less than 1:500 horizontal and not less than 1:50 vertical along the centre line of each proposed road showing:

- (a) the existing ground level
- (b) the proposed road channel and centre line levels
- (c) full details of surface water drainage proposals.

(3) Full highway construction details including:

- (a) typical highway cross-sections to scale of not less than 1:50 showing a specification for all the types of construction proposed for carriageways, cycleways and footways/footpaths
- (b) when requested cross-sections at regular intervals along the proposed road showing the existing and proposed ground levels
- (c) kerb and edging construction details
- (d) typical drainage construction details.

- (4) Details of the method and means of surface water disposal.
- (5) Details of all proposed street lighting.
- (6) Drawings for the proposed new roads and footways/footpaths giving all relevant dimensions for their setting out including reference dimensions to existing features.
- (7) Full working drawings for any structures which affect or form part of the highway network.
- (8) A programme for completing the works.

The development shall only be carried out in full compliance with the approved drawings and details unless agreed otherwise in writing by the Local Planning Authority with the Local Planning Authority in consultation with the Highway Authority.

Reason:- In accordance with Policy SP20 of the Local Plan Strategy and to secure an appropriate highway constructed to an adoptable standard in the interests of highway safety and the amenity and convenience of highway users.

- 12 No dwelling to which this planning permission relates shall be occupied until the carriageway and any footway/footpath from which it gains access is constructed to basecourse macadam level and/or block paved and kerbed and connected to the existing highway network with street lighting installed and in operation.

The completion of all road works, including any phasing, shall be in accordance with a programme approved in writing with the Local Planning Authority in consultation with the Highway Authority before the first dwelling of the development is occupied.

Reason:- In accordance with Policy SP20 of the Local Plan Strategy and to ensure safe and appropriate access and egress to the dwellings, in the interests of highway safety and the convenience of prospective residents.

- 13 There shall be no access or egress by any vehicles between the highway and the application site until full details of any measures required to prevent surface water from non-highway areas discharging on to the existing or proposed highway together with a programme of their implementation have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The works shall be implemented in accordance with the approved details and programme.

Reason:- In accordance with Policy SP20 of the Local Plan Strategy and in the interests of highway safety.

- 14 There shall be no movement by construction or other vehicles between the highway and the application site (except for the purposes of constructing the initial site access) until that part of the access(es) extending 20 metres into the site from the carriageway on the existing highway has been made up and surfaced in accordance with the approved details and/or Standard Detail number A1 and the published Specification of the Highway Authority. All works shall accord with the approved details unless otherwise approved in writing by the Local Planning Authority in consultation with the Highway Authority. Any damage during use of the access until the completion of all the permanent works shall be repaired immediately.

Reason:- In accordance with Policy SP20 of the Local Plan Strategy and to ensure a satisfactory means of access to the site from the public highway in the interests of vehicle and pedestrian safety and convenience.

- 15 There shall be no access or egress by any vehicles between the highway and the application site (except for the purposes of constructing the initial site access) until splays are provided giving clear visibility of 39 metres measured along both channel lines of the major road High Street from a point measured 2.4 metres down the centre line of the access road. The eye height will be 1.05 metres and the object height shall be 0.6 metres. Once created, these visibility areas shall be maintained clear of any obstruction and retained for their intended purpose at all times.

Reason:- In accordance with Policy SP20 of the Local Plan Strategy and in the interests of road safety.

- 16 There shall be no access or egress by any vehicles between the highway and the application site (except for the purposes of constructing the initial site access) until visibility splays providing clear visibility of 2 metres x 2 metres measured down each side of the access and the back edge of the footway of the major road have been provided. The eye height will be 1.05 metres and the object height shall be 0.6 metres. Once created, these visibility areas shall be maintained clear of any obstruction and retained for their intended purpose at all times.

Reason:- In accordance with Policy SP20 of the Local Plan Strategy and the interests of road safety to provide drivers of vehicles using the access and other users of the public highway with adequate inter-visibility commensurate with the traffic flows and road conditions.

- 17 Unless otherwise approved in writing by the Local Planning Authority, there shall be no excavation or other groundworks, except for investigative works, or the depositing of material on the site in connection with the construction of the access road or building(s) or other works until:

(i) The details of the required highway improvement works, listed below, have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

(ii) An independent Stage 2 Safety Audit has been carried out in accordance with HD19/03 - Road Safety Audit or any superseding regulations.

(iii) A programme for the completion of the proposed works has been submitted.

The required highway improvements shall include:

(a) Provision of tactile paving

(b) Details of a location and details of a new bus stop including a shelter if applicable, with raised bus boarder kerbs and footway surface and grass verge level adjustment at a new location to be prior agreed in writing on High Street.

Reason:- In accordance with Policy SP20 of the Local Plan Strategy and to ensure that the details are satisfactory in the interests of the safety and convenience of highway users.

- 18 Unless otherwise approved in writing by the Local Planning Authority in consultation with the Highway Authority, there shall be no excavation or other groundworks, except for investigative works, or the depositing of material on the site until the following highway works have been constructed in accordance with the details approved in writing by the Local Planning Authority under condition 17:

A new bus stop and raised bus boarder kerbs and footway surface and grass verge level adjustment at a new location on High Street.

Reason:- In accordance with Policy SP20 of the Local Plan Strategy and in the interests of safety and convenience of highway users.

- 19 No dwelling shall be occupied until the related parking facilities have been constructed in accordance with the approved drawing 1531/004H. Once created, these parking areas shall be maintained clear of any obstruction and retained for their intended purpose at all times.

Reason:- In accordance with Policy SP20 of the Local Plan Strategy and to provide for adequate and satisfactory provision of off-street accommodation for vehicles in the interests of safety and the general amenity of the development.

- 20 Notwithstanding the provisions of the Town & Country Planning General Permitted Development Order 1995 or any subsequent Order, the garage(s) shall not be converted into domestic accommodation without the granting of an appropriate planning permission.

Reason:- In accordance with Policy SP20 of the Local Plan Strategy and to ensure the retention of adequate and satisfactory provision of off-street accommodation for vehicles generated by occupiers of the dwelling and visitors to it, in the interest of safety and the general amenity of the development.

- 21 There shall be no access or egress by any vehicles between the highway and the application site until details of the precautions to be taken to prevent the deposit of mud, grit and dirt on public highways by vehicles travelling to and from the site have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. These facilities shall include the provision of wheel washing facilities where considered necessary by the Local Planning Authority in consultation with the Highway Authority. These precautions shall be made available before any excavation or depositing of material in connection with the construction commences on the site, and be kept available and in full working order and used until such time as the Local Planning Authority in consultation with the Highway Authority agrees in writing to their withdrawal.

Reason:- In accordance with Policy SP20 of the Local Plan Strategy and to ensure that no mud or other debris is deposited on the carriageway in the interests of highway safety.

- 22 Unless otherwise approved in writing by the Local Planning Authority, there shall be no HCV's brought onto the site until a survey recording the condition of the existing highway (High Street - from the proposed site entrance up to and including the junction with the B1257) has been carried out in a manner approved in writing by the Local Planning Authority in consultation with the Highway Authority.

Reason:- In accordance with Policy SP20 of the Local Plan Strategy and in the interests of highway safety and the general amenity of the area.

- 23 All doors and windows on elevations of the building(s) adjacent to the existing and/or proposed highway shall be constructed and installed, such that from the level of the adjacent highway for a height of 2.4 metres they do not open over the public highway, and above 2.4 metres no part of an open door or window shall come within 0.5 metres of the carriageway. Any future replacement doors and windows shall also comply with this requirement.

Reason:- In accordance with Policy SP20 of the Local Plan Strategy and to protect pedestrians and other highway users.

- 24 Unless approved otherwise in writing by the Local Planning Authority, there shall be no establishment on a site compound, site clearance, demolition, excavation or depositing of material in connection with the construction of the site, until proposals have been submitted to and approved in writing by the Local Planning Authority for the provision of:

(i) on-site parking capable of accommodating all staff and sub-contractors vehicles clear of the public highway

(ii) on-site materials storage area capable of accommodating all materials required for the operation of the site.

The approved areas shall be kept available for their intended use at all times that construction works are in operation. No vehicles associated with on-site construction works shall be parked on the public highway or outside the application site.

Reason:- In accordance with Policy SP20 of the Local Plan Strategy and to provide for appropriate on-site vehicle parking and the storage facilities, in the interests of highway safety and the general amenity of the area.

- 25 Unless otherwise approved in writing by the Local Planning Authority, there shall be no establishment of a site compound, site clearance, demolition, excavation or depositing of material in connection with the construction on the site until details of the routes to be used by HCV operation traffic have been submitted to, and approved in writing by the Local Planning Authority in consultation with the Highway Authority. Thereafter, the approved routes shall be used by all vehicles connected with construction on the site.

Reason:- In accordance with Policy SP20 of the Local Plan Strategy and in the interests of highway safety and the general amenity of the area.

- 26 No piped discharge of surface water from the application site shall take place until works to provide a satisfactory outfall for surface water have been completed in accordance with details to be submitted to and approved by the Local Planning Authority before development commences.

Reason:- To ensure that the site is properly drained and surface water is not discharged to the foul sewerage system and thus prevent overloading of the network, and to satisfy the National Planning Policy Framework.

- 27 All works shall be carried out in accordance with the details contained in the Ecological Constraints Survey Report Figure 2 (Delta Simmons 12/01/2016) for Land off Malton Road Slingsby as already submitted with the planning application and agreed in principle with the Local Planning Authority prior to determination.

Reason: In order to take account of protect species and to satisfy Policy SP14 of the Local Plan Strategy.

28 The existing stone wall facing High Street on the western boundary of the application site shall be maintained in its entirety, save in respect of the new access. The structural integrity of this wall shall be maintained at all times.

Reason:- In order to retain as much of the attractive stone wall as possible, and to satisfy Policies SP12, SP16 and SP20 of the Ryedale Plan - Local Plan Strategy.

29 The stone removed from the existing stone wall facing High Street to form the new vehicular access shall be re-used within the scheme.

Reason: In order to retain this historic fabric and enhance the development and to comply with Policy SP20 of the Local Plan Strategy.

30 The development hereby permitted shall be carried out in accordance with the following approved plan(s):

Site location plan

Drawing No. 1531/301C

Drawing No. 1531/501B

Drawing No. 1531/701A

Drawing No. 1531/601F

Drawing No. 1531/201B

3 no. AutoTrak Plans stamped 'ADDITIONAL PLANS'

Drawing No. 1531/004H

Drawing No. 1531/401D

Drawing No. 1531/101D

Drawing No. H76143-SK-001 Rev.B

Drawing No 1531/007B

Reason: For the avoidance of doubt and in the interests of proper planning.

31 Prior to the commencement of the development, including soil stripping, the trees close to the northern and western boundaries and the boundary hedges to be retained shall be protected in accordance with the measures outlined within paragraph 5.2 of the submitted Tree Report.

Reason: to ensure that the trees are not damaged as a consequence of development, and in accordance with Policy SP13- Landscapes of the adopted Ryedale Local Plan Strategy 2013.

32 Prior to the commencement of the development details for the construction of the proposed parking bays adjacent to the eastern boundary of the site and the trees referred to as T1 (Ash) and T2 (Grey Poplar) shall be submitted to the Local Planning Authority for approval in writing.

Reason: to ensure that the proposed construction of these parking bays does not adversely affect the health of the trees referred to above.

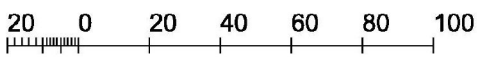
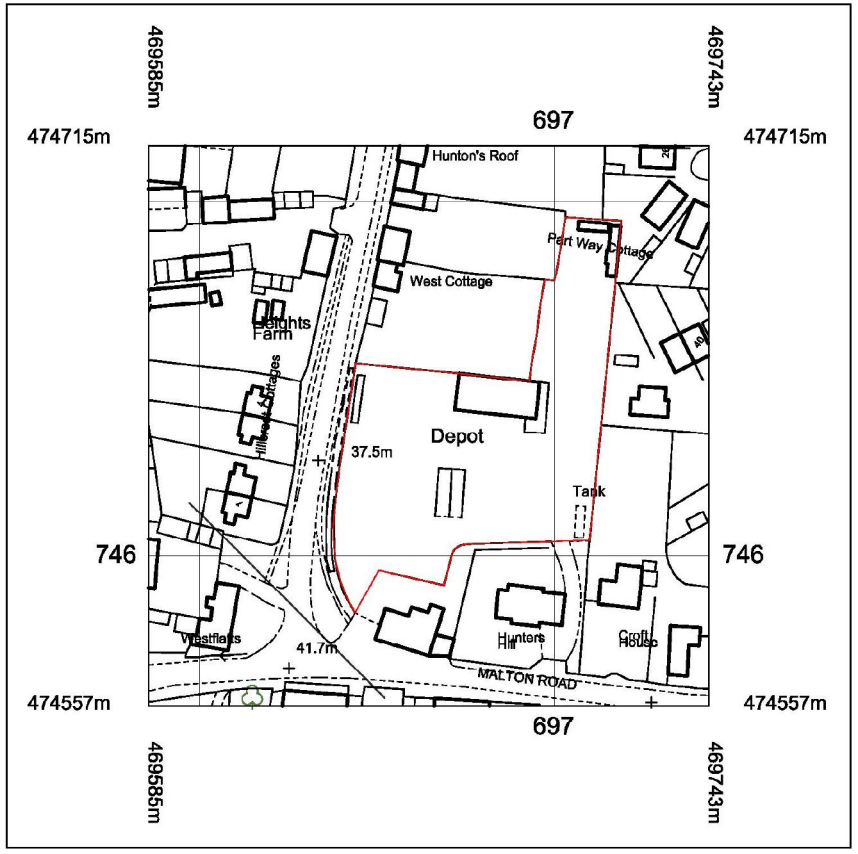
INFORMATIVE(S)

01 In relation to Condition No. 11, it is recommended that before a detailed planning submission is made, a draft layout is produced for discussion between the applicant, the Local Planning Authority and the Highway Authority in order to avoid abortive work. The agreed drawings must be approved in writing by the Local Planning Authority for the purpose of discharging this condition.

- 02 In relation to Condition No. 14, there must be no works in the existing highway until an Agreement under Section 278 of the Highways Act 1980 has been entered into between the Developer and the Highway Authority.
- 03 In relation to Condition No. 15, an explanation of the terms used above is available from the Highway Authority.
- 04 In relation to Condition No. 16, an explanation of the terms used above is available from the Highway Authority.
- 05 There must be no works in the existing highway until an Agreement under Section 278 of the Highways Act 1980 has been entered into between the Developer and the Highway Authority.
- 06 You should satisfy yourself, prior to commencement of any work related to this project, that no part of the works hereby approved (including foundations and/or guttering) extended onto or over adjoining land unless you have first secured the agreement of the appropriate landowner(s).
- 07 The developer is advised that this permission should be read in accordance with the Section 106 Legal Agreements for affordable housing and open space commuted sum.
- 08 The applicant is also advised that the mature ash tree in private ownership along the western boundary of Croft House, Malton Road is within the boundary of Slingsby Conservation Area. Consequently, should it be necessary to carry out any pruning works to this tree on the development side, this work would be subject to prior written notice to the Local Planning Authority. For further information, the applicant is advised to contact the Council's Tree & Landscape Officer.
- 09 The developer is advised to consider using sustainable drainage methods, such as rainwater harvesters, and permeable surfaces.
- 10 The applicant/developer is advised to consider adhering to the Considerate Constructor's Scheme.
- 11 The applicant/developer is advised to consider the consultation response of the Environment Agency dated 1 December 2015.
- 12 The applicant/ developer is advised that the new bus stop, depending on its location may require a shelter and this should be appropriate in terms of its design and materials to the surrounding area in order to discharge conditions 17 and 18. The applicant/developer is advised to liaise with the Local Planning Authority and Conservation Officer in this respect.

Stanfords VectorMap

THIS COPY HAS BEEN MADE BY OR WITH THE AUTHORITY OF RYEDALE DISTRICT COUNCIL PURSUANT TO SECTION 47 OF THE COPYRIGHT DESIGNS AND PATENTS ACT 1988. UNLESS THAT ACT PROVIDES A RELEVANT EXCEPTION TO COPYRIGHT, THE COPY MUST NOT BE COPIED WITHOUT THE PRIOR PERMISSION OF THE COPYRIGHT OWNER.



© Crown Copyright 2014
Reproduction in whole or in part is prohibited
without the prior permission of Ordnance Survey.

DATE VALID
19/11/15

REVISED PLAN

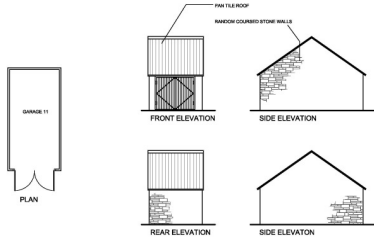


THIS PLAN AND DRAWINGS ARE THE PROPERTY OF ELDERLESTER ARCHITECTS. ANY UNAUTHORIZED REPRODUCTION OR USE OF THIS PLAN OR DRAWINGS WITHOUT THE WRITTEN PERMISSION OF ELDERLESTER ARCHITECTS IS STRICTLY PROHIBITED.

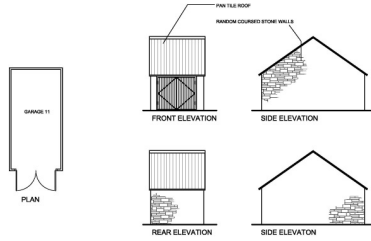
<p>1. ALL RIGHTS RESERVED 2. NO PART OF THIS DOCUMENT IS TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF ELDERLESTER ARCHITECTS.</p>		<p>PROJECT: RESIDENTIAL DEVELOPMENT HIGH STREET, SLINGSBY</p>	<p>ISSUES: SITE LAYOUT</p>	<p>CLIENT/ARCHITECT INCLUDE: A. DEVELOPER: ELDERLESTER ARCHITECTS B. ARCHITECT: ELDERLESTER ARCHITECTS C. LANDSCAPE ARCHITECT: ELDERLESTER ARCHITECTS D. STRUCTURAL ENGINEER: ELDERLESTER ARCHITECTS E. MECHANICAL ENGINEER: ELDERLESTER ARCHITECTS F. ELECTRICAL ENGINEER: ELDERLESTER ARCHITECTS G. PLUMBING ENGINEER: ELDERLESTER ARCHITECTS H. GLAZING ENGINEER: ELDERLESTER ARCHITECTS I. ROOFING ENGINEER: ELDERLESTER ARCHITECTS J. FLOORING ENGINEER: ELDERLESTER ARCHITECTS K. PAINTING ENGINEER: ELDERLESTER ARCHITECTS L. INTERIOR DESIGNER: ELDERLESTER ARCHITECTS M. LANDSCAPE ARCHITECT: ELDERLESTER ARCHITECTS N. LIGHTING ENGINEER: ELDERLESTER ARCHITECTS O. SECURITY ENGINEER: ELDERLESTER ARCHITECTS P. AV ENGINEER: ELDERLESTER ARCHITECTS Q. AUDIO ENGINEER: ELDERLESTER ARCHITECTS R. VIDEO ENGINEER: ELDERLESTER ARCHITECTS S. TELEPHONE ENGINEER: ELDERLESTER ARCHITECTS T. DATA ENGINEER: ELDERLESTER ARCHITECTS U. NETWORK ENGINEER: ELDERLESTER ARCHITECTS V. SOFTWARE ENGINEER: ELDERLESTER ARCHITECTS W. SYSTEMS ENGINEER: ELDERLESTER ARCHITECTS X. USER EXPERIENCE ENGINEER: ELDERLESTER ARCHITECTS Y. QUALITY ASSURANCE ENGINEER: ELDERLESTER ARCHITECTS Z. PROJECT MANAGER: ELDERLESTER ARCHITECTS</p>	<p>DATE: 11.02.2016</p>	<p>Elder Lester McGregor Chartered Architects 1531/004H- SITE LAYOUT 11.02.2016</p>	<p>SCALE: 1:500 DRAWN BY: J. MCGREGOR CHECKED BY: A. MCGREGOR DATE PLOTTED: 11.02.2016 DRAWING NO.: 1531/004H</p>
--	---	---	--------------------------------	---	-----------------------------	---	---

7

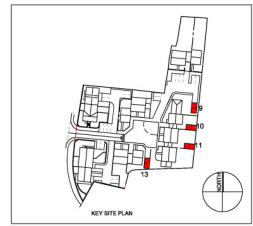
REVISED PLAN



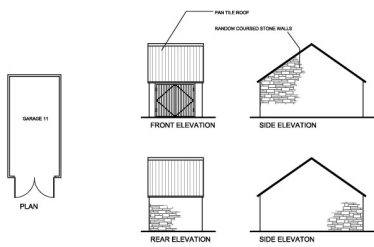
PLOT 9 - GARAGE



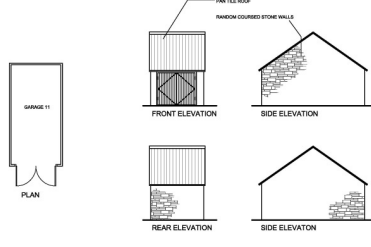
PLOT 10 - GARAGE



THIS DRAWING IS THE PROPERTY OF ELDERLESTER ARCHITECTS AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT THE WRITTEN PERMISSION OF ELDERLESTER ARCHITECTS.



PLOT 11 - GARAGE



PLOT 13 - GARAGE

1531/701A - STAND ALONE GARAGES - PLANS AND ELEVATIONS

<p>1. SEAL SOFT FINE BRASS 2. SEAL ALL JOINTS AND GAPS WITH POLYURETHANE 3. FINISH WITH POLYURETHANE 4. FINISH WITH POLYURETHANE 5. FINISH WITH POLYURETHANE 6. FINISH WITH POLYURETHANE 7. FINISH WITH POLYURETHANE</p>	<p>PROJECT: RESIDENTIAL DEVELOPMENT HIGH STREET, SLINGSBY</p>	<p>DRAWING: STAND-ALONE GARAGES PLANS AND ELEVATIONS</p>	<p>CURRENT SECTION NOTES: SECTION A - ROOF WITH CORNERED DOORS CHANGED TO BE OPENING THROUGH TO PLOT 10 CHANGED TO BENCH 0.500M</p>	<p>DATE: 15/01/25</p>	<p>Elder Lester McGregor Chartered Architects Riverside Mill, High Street, Slingsby, North Yorkshire YO21 2JG Tel: 01423 822111 Fax: 01423 822122 www.elderlester.co.uk</p> <p>ELDERLESTER ARCHITECTS</p> <p>SCALE: 1:500 @ A1 SCALE: 1:100 @ A2 SCALE: 1:200 @ A3 SCALE: 1:500 @ A4 SCALE: 1:1000 @ A0</p> <p>DRAWING NO: 1531/701A</p>
--	--	---	--	------------------------------	---



PROJECT:
**RESIDENTIAL DEVELOPMENT
HIGH STREET, SLINGSBY**

DRAWING:
STREET ELEVATION
-
-
-

Elder Lester McGregor
Chartered Architects
Reed's Mill Atlas Wynd Yarm TS15 9AD
tel: 01642 782211 fax: 01642 790123
e-mail: info@elderlester.co.uk
web site: www.elderlester.co.uk

1956
ELDERLESTER
MCGREGOR
ARCHITECTS

SCALE: NTS
DRAWN BY: MAS
DATE FIRST PLOTTED: 07/09/2015
DATE LAST PLOTTED: 14/01/2016
DRAWING NO:
1531/005D

CURRENT REVISION NOTES:
REVISION D: Amended in line with
planning comments

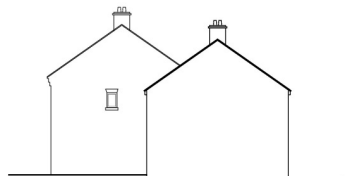
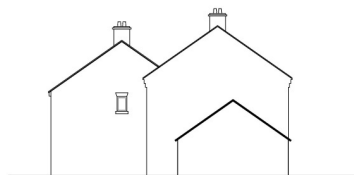
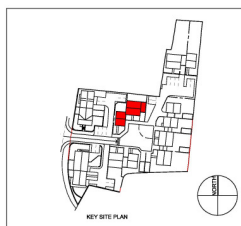
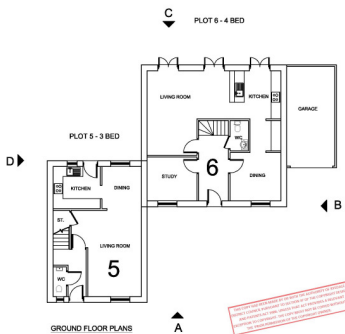
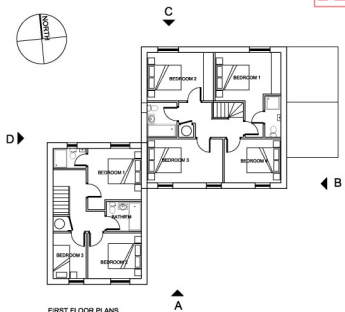


REVISED PLAN

THIS DOCUMENT IS UNCONTROLLED OUTSIDE THE PROJECT TEAM. ANY CHANGES TO THIS DOCUMENT SHOULD BE MADE TO THE ORIGINAL DOCUMENT. THIS DOCUMENT IS NOT TO BE USED FOR CONSTRUCTION PURPOSES WITHOUT THE WRITTEN PERMISSION OF ELDERLESTER MCGREGOR ARCHITECTS.

DATE
15/01/16

REVISED PLAN



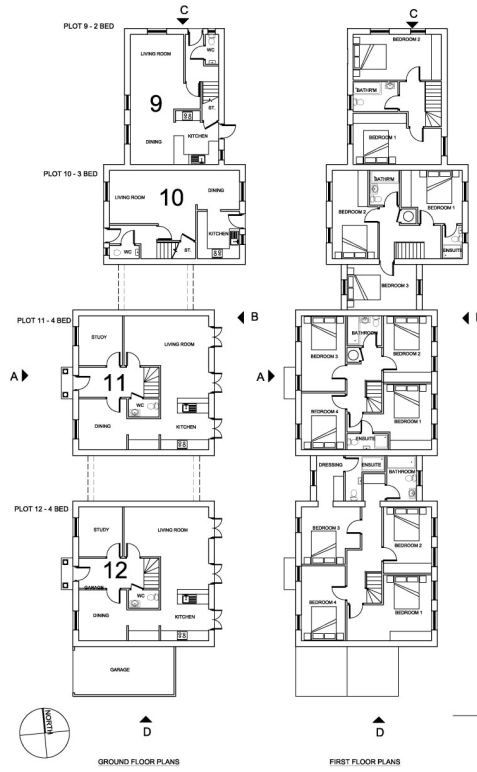
Notes regarding the revised plan, including details on window and door specifications.

DATE 15/01/16

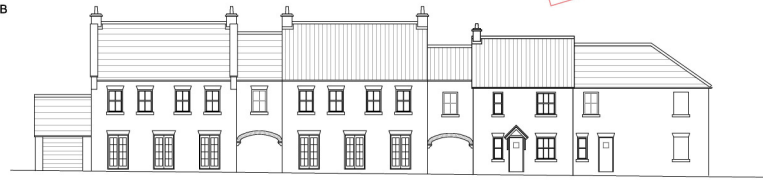
<p>1. SEAL OFF THE DRAWING 2. CHECK ALL DIMENSIONS ON SITE 3. CHECK ALL WORKING ON SITE 4. CHECK ALL WORKING ON SITE 5. CHECK ALL WORKING ON SITE 6. CHECK ALL WORKING ON SITE 7. CHECK ALL WORKING ON SITE 8. CHECK ALL WORKING ON SITE 9. CHECK ALL WORKING ON SITE 10. CHECK ALL WORKING ON SITE</p>	<p>PROJECT: RESIDENTIAL DEVELOPMENT HIGH STREET, SLINGSBY</p>	<p>DRAWING: GROUP 2 PLANS AND ELEVATIONS</p>	<p>CURRENT REVISION NOTES: REVISION A STEP BETWEEN BUILDINGS REDUCED; ROOF PITCH DECREASED; ELEVATIONS AMENDED B PLOT 6 REAR WINDOW AMENDED; PARTS REVISED.</p>	<p>15/01/16 15/01/16</p>	<p>Elder Lester McGregor Chartered Architects Riverside Mill, High Street, Slingsby, YO21 2JG Tel: 01534 762111 Fax: 01534 762122 Email: info@elderlester.co.uk Web: www.elderlester.co.uk</p>	<p>SCALE: 1:100 @ A1 SCALE: 1:200 @ A2 SCALE: 1:500 @ A3 SCALE: 1:1000 @ A4 DATE PLOTTED: 15/01/2016 JOB NO: 1531/201B DRAWING NO: 1531/201B</p>
---	--	---	---	------------------------------	---	--

REVISED PLAN

1531/401D - GROUP 4 - PLANS AND ELEVATIONS



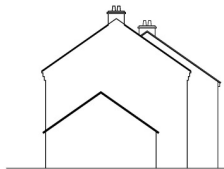
ELEVATION A



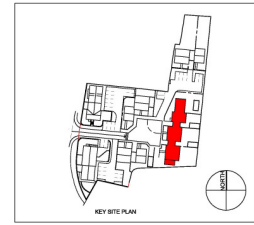
ELEVATION B



ELEVATION C



ELEVATION D



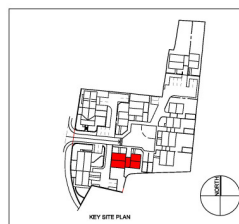
KEY SITE PLAN

<p>1. 10/16/16 SCALE 1:500 2. 10/16/16 SCALE 1:500 3. 10/16/16 SCALE 1:500 4. 10/16/16 SCALE 1:500 5. 10/16/16 SCALE 1:500 6. 10/16/16 SCALE 1:500 7. 10/16/16 SCALE 1:500 8. 10/16/16 SCALE 1:500 9. 10/16/16 SCALE 1:500 10. 10/16/16 SCALE 1:500</p>	<p>PROJECT: RESIDENTIAL DEVELOPMENT HIGH STREET, SLINGSBY</p>	<p>DRAWING: GROUP 4 PLANS AND ELEVATIONS</p>	<p>CLIENT/SECTION NOTES:</p> <p>SECTION A: PL 1/17 DRAWINGS B: PL 1/17 DRAWING CH - 15 AMENDED C: FIRST FLOOR PLAN AMENDED, ROOF PITCH/LANERED, SHINGLES ADDED, ELEVATIONS AMENDED D: EXPOSED RAFTERS REMOVED</p>	<p>09/10/2016 10/11/2016 10/20/2016 10/20/2016 10/20/2016</p>	<p>Elder Lester McGregor Chartered Architects Heath Hill, Slingsby, York YO8 9JQ Tel: 01904 882411 Fax: 01904 882412 Email: info@elderlester.co.uk Web: www.elderlester.co.uk</p> <p>2016 ELDERLESTER ARCHITECTS</p> <p>SCALE: 1:500 @ A1 SCALE: 1:100 @ A2 SCALE: 1:50 @ A3 SCALE: 1:20 @ A4 SCALE: 1:10 @ A5 SCALE: 1:5 @ A6 SCALE: 1:2 @ A7 SCALE: 1:1 @ A8</p> <p>DRAWING NO: 1531/401D</p>
---	--	---	--	---	--

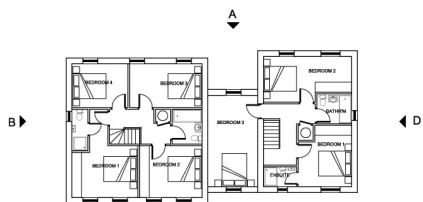
DATE 15/01/16



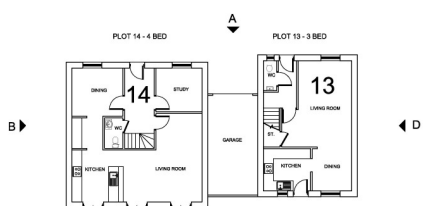
REVISED PLAN



THIS DRAWING IS A PRELIMINARY DESIGN AND IS NOT TO BE USED FOR CONSTRUCTION. IT IS SUBJECT TO APPROVAL BY THE LOCAL AUTHORITY AND MAY BE REVISED WITHOUT NOTICE. THE CLIENT ACCEPTS RESPONSIBILITY FOR THE ACCURACY OF THE INFORMATION PROVIDED AND THE DESIGNER ACCEPTS RESPONSIBILITY FOR THE DESIGN.



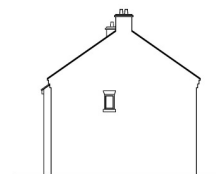
FIRST FLOOR PLANS



GROUND FLOOR PLANS



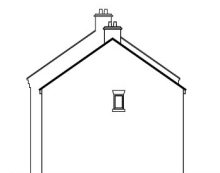
ELEVATION A



ELEVATION B



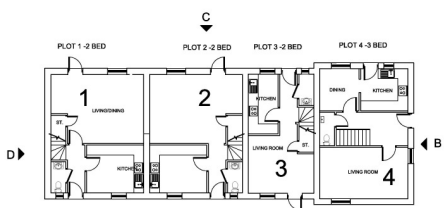
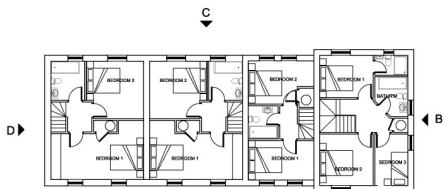
ELEVATION C



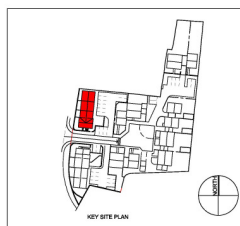
ELEVATION D

<p>1. ALL DRAWINGS TO BE MADE IN ACCORDANCE WITH THE BUILDING REGULATIONS 2010 AND THE PARTIAL EXEMPTION REGULATIONS 2015. THE CLIENT ACCEPTS RESPONSIBILITY FOR THE ACCURACY OF THE INFORMATION PROVIDED AND THE DESIGNER ACCEPTS RESPONSIBILITY FOR THE DESIGN.</p>		<p>PROJECT: RESIDENTIAL DEVELOPMENT HIGH STREET, SLINGSBY</p>	<p>DRAWING: GROUP 5 PLANS AND ELEVATIONS</p>	<p>CURRENT SECTION NOTES: SECTION A: ROOF PITCH COVERED - ELEVATIONS APPROVED SECTION B: ELEVATED RAMPWAYS REVISED</p>	<p>DATE: 19/01/16</p>	<p>1531/501B 1531/501B</p>	<p>Elder Lester McGregor Chartered Architects Riverside Mill, High Street, Slingsby, YO21 2JQ Tel: 01522 862111 Fax: 01522 862103 www.elderlester.co.uk</p>	<p>1531 ELDERLESTER MCGREGOR ARCHITECTS</p>	<p>SCALE: 1:500 @ A1 SCALE: 1:100 @ A2 SCALE: 1:200 @ A3 SCALE: 1:500 @ A4 DRAWING NO: 1531/501B</p>
---	--	---	--	--	---------------------------	--------------------------------	---	---	--

REVISED PLAN

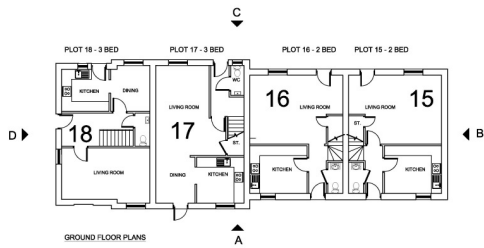
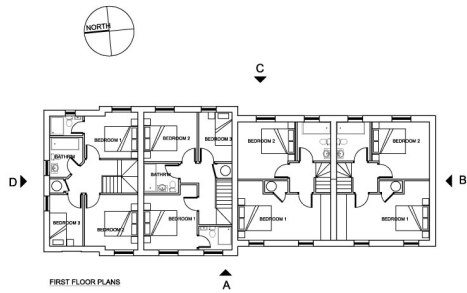


NOTE: THE ARCHITECT HAS BEEN ADVISED THAT THE LOCAL AUTHORITY HAS REQUESTED THAT THE PLANS BE REVISED TO SHOW THE PROPOSED CHANGING OF THE USE OF THE BUILDING FROM RESIDENTIAL TO COMMERCIAL. THE ARCHITECT HAS ADVISED THAT THE LOCAL AUTHORITY HAS REQUESTED THAT THE PLANS BE REVISED TO SHOW THE PROPOSED CHANGING OF THE USE OF THE BUILDING FROM RESIDENTIAL TO COMMERCIAL.

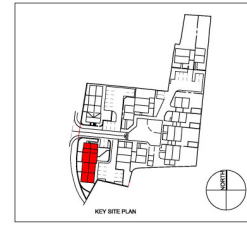


<p>1 - 100% SCALE FOR PERMITS 2 - 100% SCALE FOR PERMITS 3 - 100% SCALE FOR PERMITS 4 - 100% SCALE FOR PERMITS</p>		<p>PROJECT: RESIDENTIAL DEVELOPMENT HIGH STREET, SLINGSBY</p>	<p>DRAWING: GROUP 1 PLANS AND ELEVATIONS</p>	<p>CLIENT/SECTION NOTES: A - ARCHITECTURAL SERVICES AS PER PERMITS AND APPROVED COMMENTS B - PLOT 1 & PLOT 2 AMENDED, COMMENTS ADDED C - PLOTS 3 & 4 PLANS AMENDED TO BEST PRACTICE REQUIREMENTS FOR AFFORDABLE HOMES D - WINDOWS AMENDED AS PER PLANNERS COMMENTS</p>	<p>DATE 04/02/19</p>	<p>Elder Lester McGregor Chartered Architects Riverside Mill, High Street, Slingsby, YO21 2JG Tel: 01534 822211 Fax: 01534 822212 www.elderlester.co.uk</p>	<p>1919 ELDERLESTER ARCHITECTS</p>	<p>SCALE: 1:100 @ A1 SCALE: 1:200 @ A2 SCALE: 1:500 @ A3 SCALE: 1:1000 @ A4 DRAWING NO: 1531/101D</p>
--	--	--	---	--	---------------------------------	--	---	--

REVISED PLAN

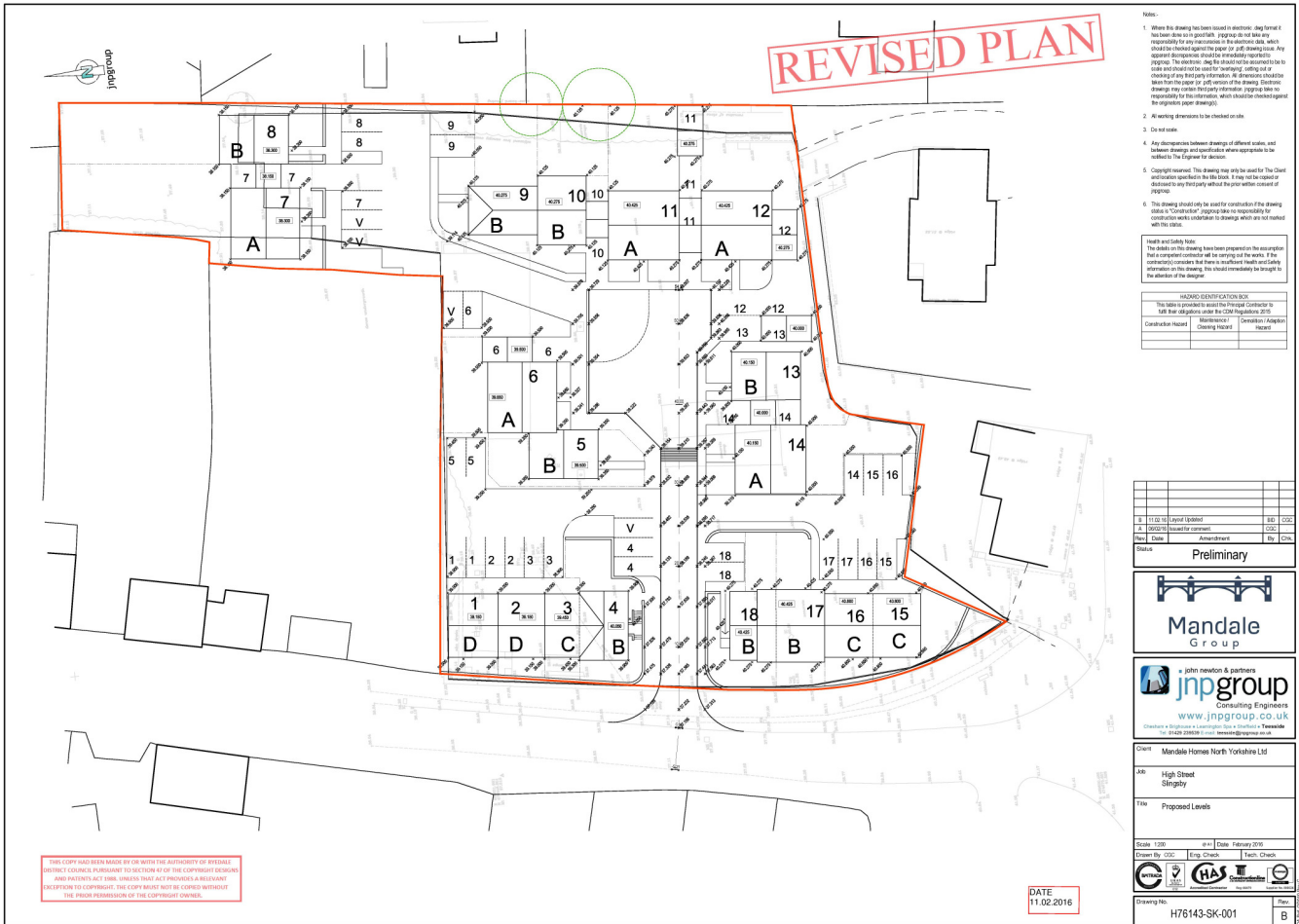


ALL WORK SHALL BE SUBJECT TO THE APPROVAL OF THE LOCAL AUTHORITY. ANY CHANGES TO THE ORIGINAL DESIGN SHALL BE APPROVED BY THE ARCHITECT AND THE LOCAL AUTHORITY. THE ARCHITECT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY APPROVALS.



1531/601F - GROUP 6 - PLANS AND ELEVATIONS

<p>1. ALL WORK SHALL BE SUBJECT TO THE APPROVAL OF THE LOCAL AUTHORITY. ANY CHANGES TO THE ORIGINAL DESIGN SHALL BE APPROVED BY THE ARCHITECT AND THE LOCAL AUTHORITY. THE ARCHITECT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY APPROVALS.</p>		<p>PROJECT: RESIDENTIAL DEVELOPMENT HIGH STREET, SLINGSBY</p>	<p>DRAWING: GROUP 6 PLANS AND ELEVATIONS</p>	<p>CURRENT REVISION NOTES:</p> <ul style="list-style-type: none"> A. PLANS 16 & 17 AS AMENDED B. ELEVATIONS A & B AMENDED C. PLOT 17 TO BE AMENDED TO REFLECT PLANNERS COMMENTS D. PLOT 15 & 16 PLANS AMENDED TO REFLECT PLANNERS COMMENTS E. PLOT 15 & 16 PLANS AMENDED TO REFLECT PLANNERS COMMENTS F. WINDOWS AMENDED AS PER PLANNERS COMMENTS 	<p>DATE: 04/10/16</p>	<p>Elder Lester McGregor Chartered Architects</p>		<p>SCALE: 1:100 @ A1 DATE PUBLISHED: 04/10/16 DRAWING NO: 1531/601F</p>
--	--	---	--	---	-----------------------	---	--	---



REVISED PLAN

- Notes:
1. Where this drawing has been issued in electronic (dgn) format it has been done so in pdf format. jnp group do not take any responsibility for any amendments to the drawings, which should be checked against the original drawings. The drawings should be checked against the original drawings and approved drawings. It is the responsibility of the contractor to check the drawings against the original drawings. It is the responsibility of the contractor to check the drawings against the original drawings. It is the responsibility of the contractor to check the drawings against the original drawings.
 2. All working dimensions to be checked on site.
 3. Do not scale.
 4. Any amendments between drawings of different scales, and between drawings and specifications shall be approved by the architect.
 5. Copyright reserved. This drawing may only be used for the Client and not for any other purpose. It may not be copied or distributed in any form without the prior written consent of jnp group.
 6. This drawing should only be used for construction if the drawing state is a 'Contract' drawing. jnp group take no responsibility for construction works undertaken to drawings which are not marked with this status.

Health and Safety Note:
The risks on this drawing have been prepared on the assumption that a competent contractor will be carrying out the works. If the contractor considers that there is insufficient health and safety information on this drawing, this should immediately be brought to the attention of the designer.

MANDALE IDENTIFICATION BOX			
This table is provided to assist the Principal Contractor to identify the drawings and the drawings are to be used in accordance with the drawings.			
Construction Phase	Maintenance?	Demolition / Adaptation	None?

Rev	Date	By	Check
1	11.02.2016	Jnp Group	
2			
3			
4			

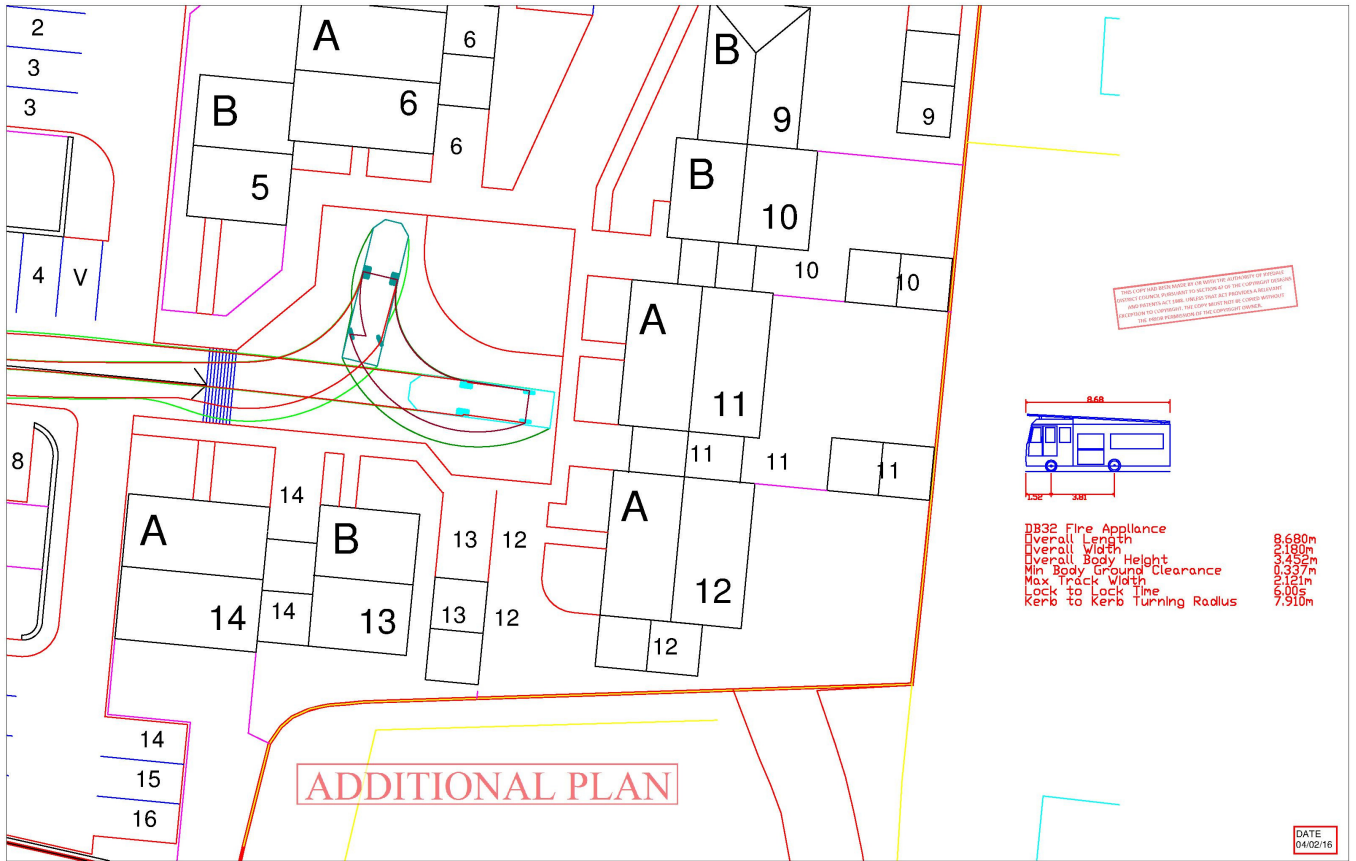


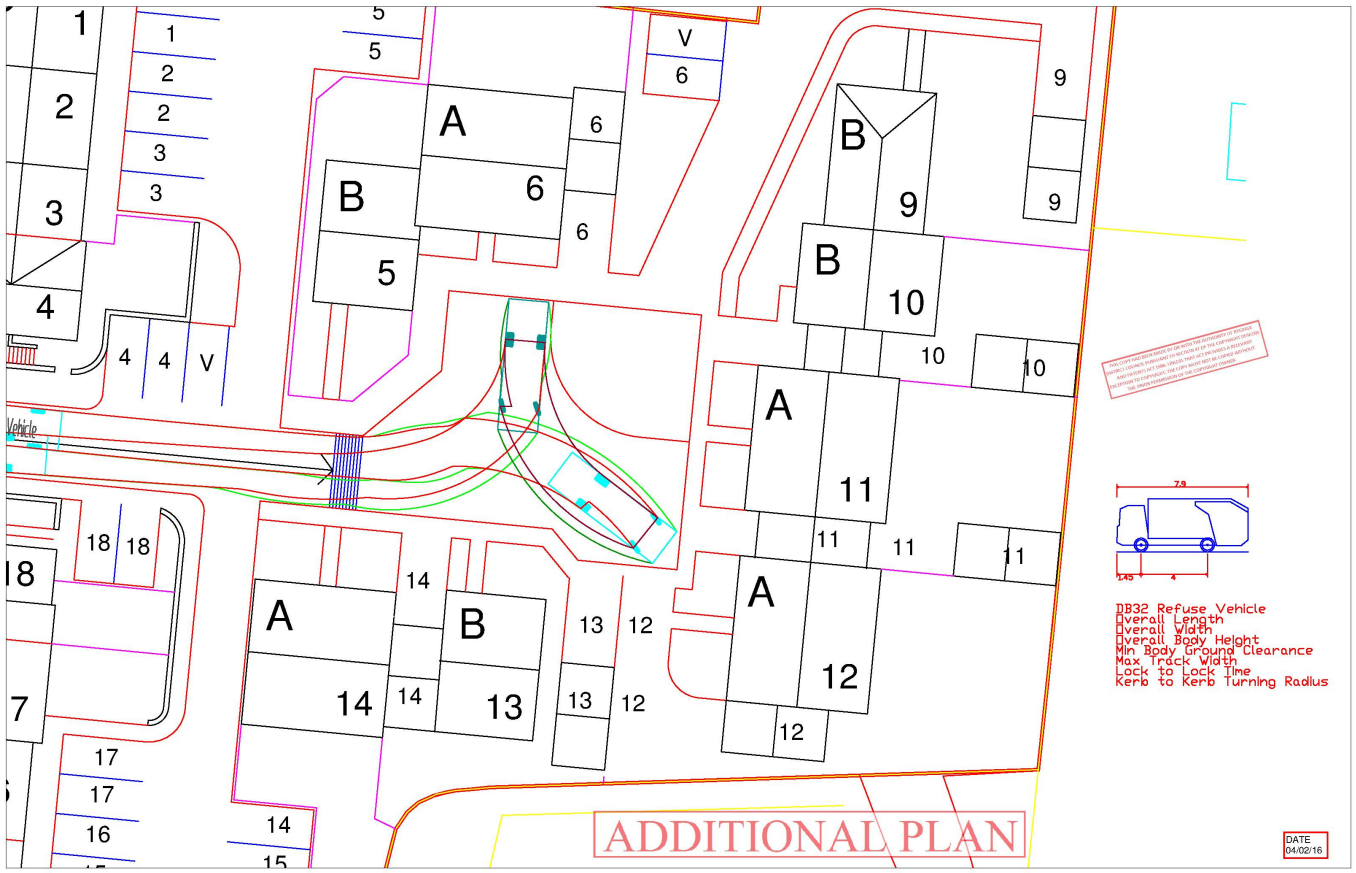
Client: Mandale Homes North Yorkshire Ltd
 Job: High Street Sleaford
 Title: Proposed Levels

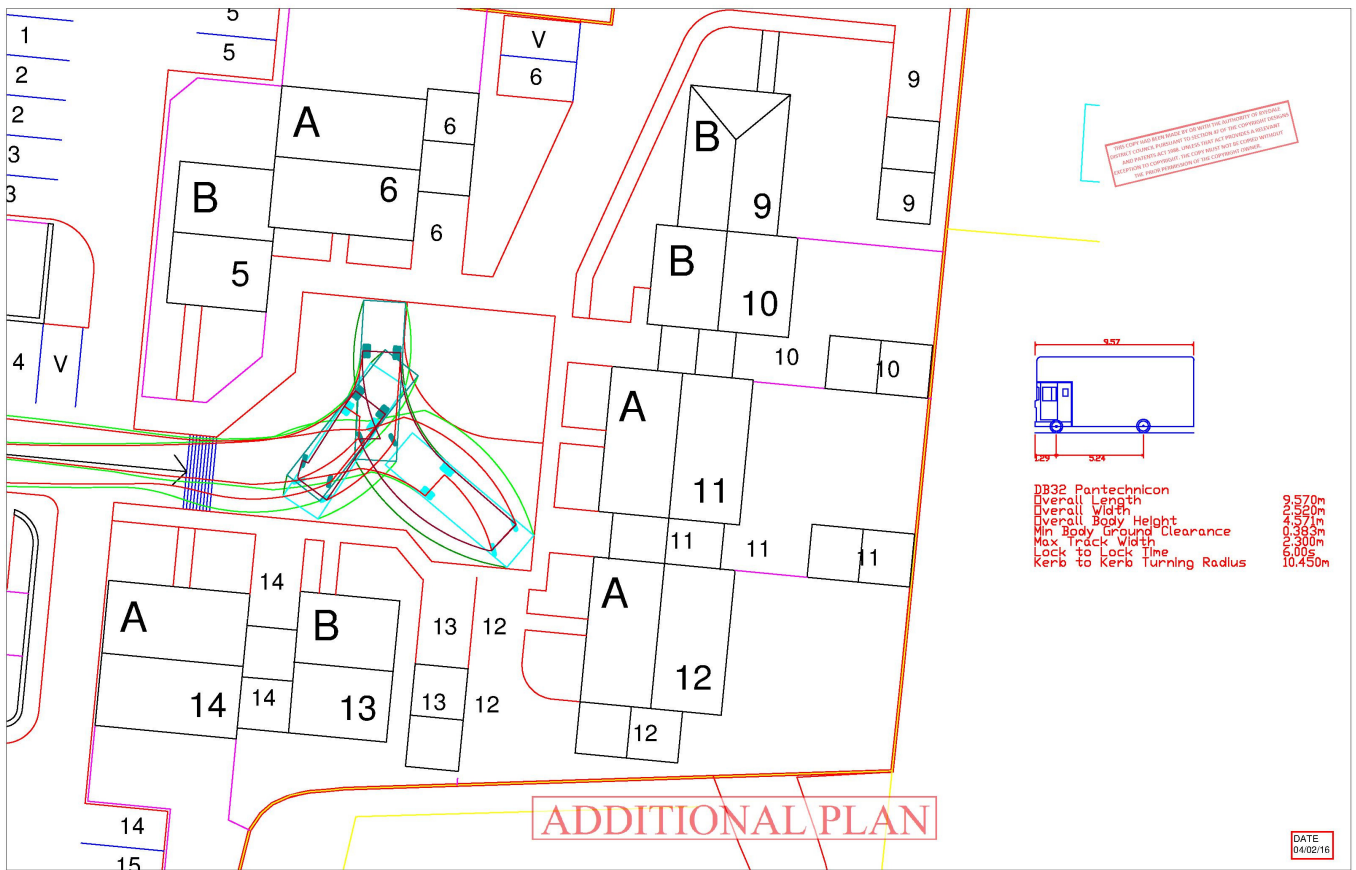
Scale: 1:500	Date: February 2016
Drawn By: JJC	Eng. Check: JJC
Tech. Check: JJC	
Drawing No: H76143-SK-001	Rev: B

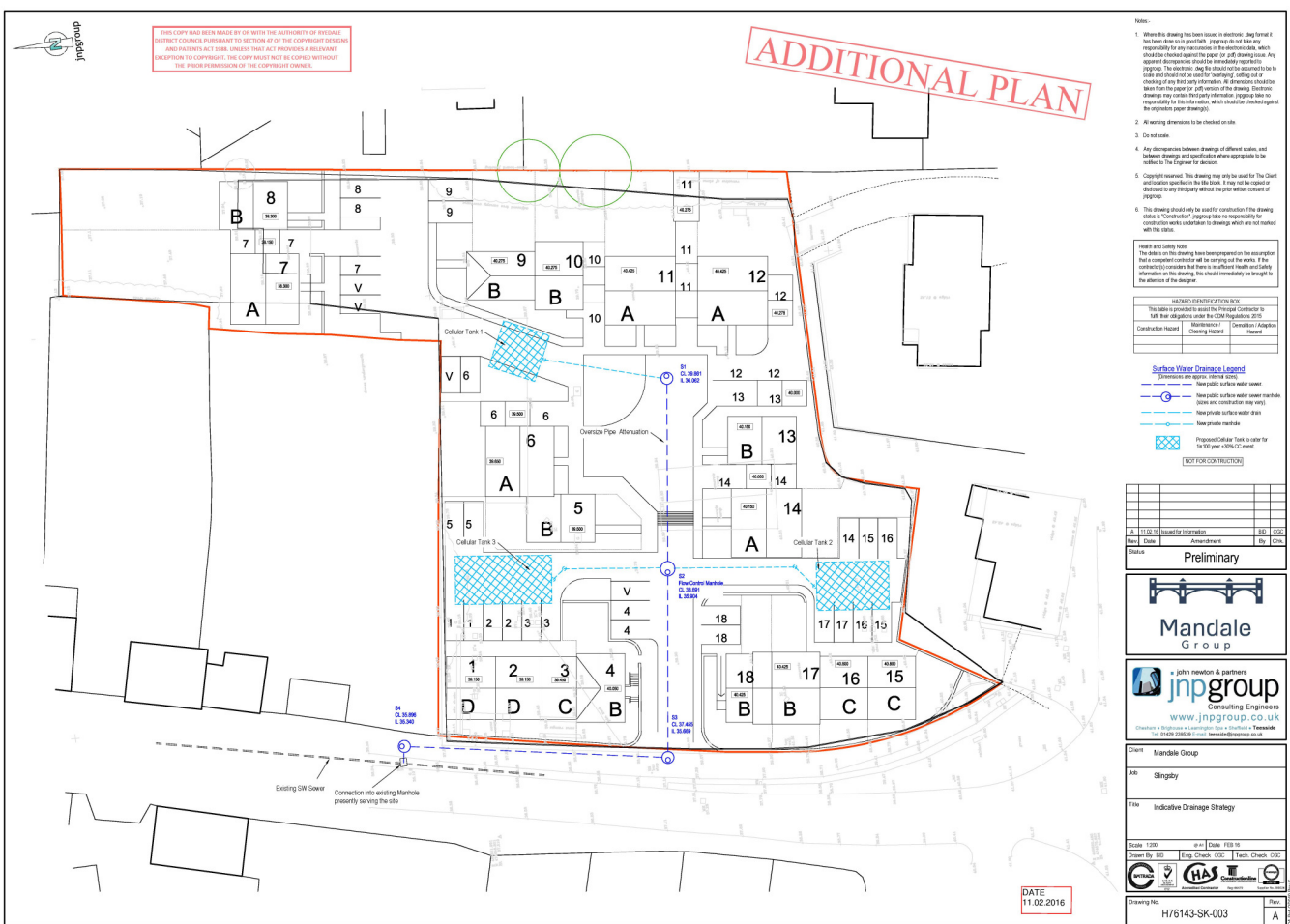
THIS COPY HAS BEEN MADE BY OR WITH THE AUTHORITY OF RYedale DISTRICT COUNCIL PURSUANT TO SECTION 41 OF THE COPYRIGHT ACT 1988 AND PART 17 OF THE COPYRIGHT ACT 1988. UNLESS THAT ACT PROVIDES A REMEDY IN RELATION TO COPYRIGHT, THIS COPY MUST NOT BE COPIED WITHOUT THE PRIOR PERMISSION OF THE COPYRIGHT OWNER.

DATE: 11.02.2016









**NORTH YORKSHIRE COUNTY COUNCIL
BUSINESS and ENVIRONMENTAL SERVICES**

**LOCAL HIGHWAY AUTHORITY
CONSIDERATIONS and RECOMMENDATION**



Application No: 15/01323/MFUL

Proposed Development: Erection of 6no. two bedroom dwellings, 7no. three bedroom dwellings and 5no. four bedroom dwellings with associated garaging, parking and amenity areas and formation of vehicular access onto High Street

Location: Land East Of High Street Slingsby Malton

Applicant: Mandale Homes North Yorkshire Ltd

CH Ref: N/A **Case Officer:** Stephen Boyne

Area Ref: 3/123/129B **Tel:** 01609 780 780

County Road No: U/C **E-mail:** Area4.KirbyMisperton@northyorks.gov.uk

To: Ryedale District Council
Ryedale House
Old Malton Road
MALTON
North Yorkshire
YO17 9HH

Date: 11 February 2016

FAO: Alan Hunter **Copies to:** James Kennedy - Co. Hall

Re. Amended plans received under cover of e-mail notification from Ryedale DC on 04.02.2016.

Note to the Planning Officer:

In assessing the submitted proposals and reaching its recommendation the Local Highway Authority has taken into account the following matters:

The design standard for the site is Manual for Streets and the required visibility splay is 2.4 metres by 39 metres. The available visibility is in excess of this distance.

Consequently the Local Highway Authority recommends that the following **Conditions** are attached to any permission granted:

<p>Signed:</p> <p style="text-align: center;">Stephen Boyne</p> <p><i>For Corporate Director for Business and Environmental Services</i></p>	<p>Issued by: Kirby Misperton Highway Office Beansheaf Industrial Park Tofts Road Kirby Misperton YO17 6BG</p> <p>e-mail: Area4.KirbyMisperton@northyorks.gov.uk</p>
--	--

**LOCAL HIGHWAY AUTHORITY
CONSIDERATIONS and RECOMMENDATION**



Continuation sheet:

Application No:

15/01323/MFUL

1.HC-01 DETAILED PLANS OF ROAD AND FOOTWAY LAYOUT

(OUTLINE ALL TYPES)

Unless otherwise approved in writing by the Local Planning Authority, there shall be no excavation or other groundworks, except for investigative works or the depositing of material on the site, until the following drawings and details have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority:

- a. Detailed engineering drawings to a scale of not less than 1:500 and based upon an accurate survey showing:
 - the proposed highway layout including the highway boundary
 - dimensions of any carriageway, cycleway, footway, and verges
 - visibility splays
 - the proposed buildings and site layout, including levels
 - accesses and driveways
 - drainage and sewerage system
 - lining and signing
 - traffic calming measures
 - all types of surfacing (including tactiles), kerbing and edging.
- b. Longitudinal sections to a scale of not less than 1:500 horizontal and not less than 1:50 vertical along the centre line of each proposed road showing:
 - the existing ground level
 - the proposed road channel and centre line levels
 - full details of surface water drainage proposals.
- c. Full highway construction details including:
 - typical highway cross-sections to scale of not less than 1:50 showing a specification for all the types of construction proposed for carriageways, cycleways and footways/footpaths
 - when requested cross sections at regular intervals along the proposed roads showing the existing and proposed ground levels
 - kerb and edging construction details
 - typical drainage construction details.

Continued

**LOCAL HIGHWAY AUTHORITY
CONSIDERATIONS and RECOMMENDATION**



Continuation sheet:

Application No:

15/01323/MFUL

1. HC-01 (Continued)

- d. Details of the method and means of surface water disposal.
- e. Details of all proposed street lighting.
- f. Drawings for the proposed new roads and footways/footpaths giving all relevant dimensions for their setting out including reference dimensions to existing features.
- g. Full working drawings for any structures which affect or form part of the highway network.
- h. A programme for completing the works.

The development shall only be carried out in full compliance with the approved drawings and details unless agreed otherwise in writing by the Local Planning Authority with the Local Planning Authority in consultation with the Highway Authority.

HI-01 INFORMATIVE

In imposing condition number above it is recommended that before a detailed planning submission is made a draft layout is produced for discussion between the applicant, the Local Planning Authority and the Highway Authority in order to avoid abortive work. The agreed drawings must be approved in writing by the Local Planning Authority for the purpose of discharging this condition.

REASON

In accordance with policy # and to secure an appropriate highway constructed to an adoptable standard in the interests of highway safety and the amenity and convenience of highway users.

2. HC-02 CONSTRUCTION OF ROADS AND FOOTWAYS PRIOR TO OCCUPATION OF DWELLINGS

No dwelling to which this planning permission relates shall be occupied until the carriageway and any footway/footpath from which it gains access is constructed to basecourse macadam level and/or block paved and kerbed and connected to the existing highway network with street lighting installed and in operation.

The completion of all road works, including any phasing, shall be in accordance with a programme approved in writing with the Local Planning Authority in consultation with the Highway Authority before the first dwelling of the development is occupied.

Continued

**LOCAL HIGHWAY AUTHORITY
CONSIDERATIONS and RECOMMENDATION**



Continuation sheet:

Application No:

15/01323/MFUL

2. HC-02 (Continued)

REASON

In accordance with policy # and to ensure safe and appropriate access and egress to the dwellings, in the interests of highway safety and the convenience of prospective residents.

3. HC-06 DISCHARGE OF SURFACE WATER

There shall be no access or egress by any vehicles between the highway and the application site until full details of any measures required to prevent surface water from non-highway areas discharging on to the existing or proposed highway together with a programme for their implementation have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The works shall be implemented in accordance with the approved details and programme.

REASON

In accordance with policy # and in the interests of highway safety

4. HC-08 PERMANENT SITE CONSTRUCTION ACCESS

There shall be no movement by construction or other vehicles between the highway and the application site (except for the purposes of constructing the initial site access) until that part of the access(es) extending 20 metres into the site from the carriageway of the existing highway has been made up and surfaced in accordance with the approved details and/or Standard Detail number A1 and the published Specification of the Highway Authority. All works shall accord with the approved details unless otherwise approved in writing by the Local Planning Authority in consultation with the Highway Authority. Any damage during use of the access until the completion of all the permanent works shall be repaired immediately.

REASON

In accordance with policy # and to ensure a satisfactory means of access to the site from the public highway in the interests of vehicle and pedestrian safety and convenience.

Continued

**LOCAL HIGHWAY AUTHORITY
CONSIDERATIONS and RECOMMENDATION**



Continuation sheet:

Application No:

15/01323/MFUL

4. HC-08 (Continued)

INFORMATIVE

You are advised that a separate licence will be required from the Local Highway Authority in order to allow any works in the adopted highway to be carried out. The 'Specification for Housing and Industrial Estate Roads and Private Street Works' published by North Yorkshire County Council, the Highway Authority, is available at the County Council's offices. The local office of the Highway Authority will also be pleased to provide the detailed constructional specification referred to in this condition.

5. HC-10 VISIBILITY SPLAYS

There shall be no access or egress by any vehicles between the highway and the application site (except for the purposes of constructing the initial site access) until splays are provided giving clear visibility of 39 metres measured along both channel lines of the major road High Street from a point measured 2.4 metres down the centre line of the access road. The eye height will be 1.05 metres and the object height shall be 0.6 metres. Once created, these visibility areas shall be maintained clear of any obstruction and retained for their intended purpose at all times.

REASON

In accordance with policy number and in the interests of road safety.

INFORMATIVE

An explanation of the terms used above is available from the Highway Authority.

5. HC-11 PEDESTRIAN VISIBILITY SPLAYS

There shall be no access or egress by any vehicles between the highway and the application site (except for the purposes of constructing the initial site access) until visibility splays providing clear visibility of 2 metres x 2 metres measured down each side of the access and the back edge of the footway of the major road have been provided. The eye height will be 1.05 metre and the object height shall be 0.6 metres. Once created, these visibility areas shall be maintained clear of any obstruction and retained for their intended purpose at all times.

Continued

**LOCAL HIGHWAY AUTHORITY
CONSIDERATIONS and RECOMMENDATION**



Continuation sheet:

Application No:

15/01323/MFUL

5. HC-11 (Continued)

REASON

In accordance with policy # and the interests of road safety to provide drivers of vehicles using the access and other users of the public highway with adequate inter-visibility commensurate with the traffic flows and road conditions.

INFORMATIVE

An explanation of the terms used above is available from the Highway Authority

6. HC-12a APPROVAL OF DETAILS FOR SITE WORKS IN THE HIGHWAY

Unless otherwise approved in writing by the Local Planning Authority, there shall be no excavation or other groundworks, except for investigative works, or the depositing of material on the site in connection with the construction of the access road or building(s) or other works until:

- (i) The details of the following off site required highway improvement works, works listed below have been submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highway Authority:
 - a. Provision of tactile paving
 - b. Glazed bus shelter and raised bus boarder kerbs and footway surface and grass verge level adjustment at a new location to be prior agreed in writing on High Street.
- (ii) An independent Stage 2 Road Safety Audit for the agreed off site highway works has been carried out in accordance with HD19/15 - Road Safety Audit or any superseding regulations and the recommendations of the Audit have been addressed in the proposed works.
- (iii) A programme for the completion of the proposed works has been submitted to and approved writing by the Local Planning Authority in consultation with the Local Highway Authority.

REASON

In accordance with policy # and to ensure that the details are satisfactory in the interests of the safety and convenience of highway users.

Continued

**LOCAL HIGHWAY AUTHORITY
CONSIDERATIONS and RECOMMENDATION**



Continuation sheet:

Application No:

15/01323/MFUL

7. HC-12b COMPLETION OF WORKS IN THE HIGHWAY

(BEFORE CONSTRUCTION)

Unless otherwise approved in writing by the Local Planning Authority in consultation with the Highway Authority there shall be no excavation or other groundworks, except for investigative works, or the depositing of material on the site until the following highway works have been constructed in accordance with the details approved in writing by the Local Planning Authority under condition number 6 (above):

Glazed bus shelter and raised bus boarder kerbs and footway surface and grass verge level adjustment at a new location on High Street.

REASON

In accordance with policy # and in the interests of the safety and convenience of highway users.

HI-12 INFORMATIVE SECTION 278 AGREEMENT

There must be no works in the existing highway until an Agreement under Section 278 of the Highways Act 1980 has been entered into between the Developer and the Highway Authority.

8. HC-16 PARKING FOR DWELLINGS

No dwelling shall be occupied until the related parking facilities have been constructed in accordance with the approved drawing number 1531/004C. Once created these parking areas shall be maintained clear of any obstruction and retained for their intended purpose at all times.

REASON

In accordance with policy # and to provide for adequate and satisfactory provision of off-street accommodation for vehicles in the interest of safety and the general amenity of the development.

Continued

**LOCAL HIGHWAY AUTHORITY
CONSIDERATIONS and RECOMMENDATION**



Continuation sheet:

Application No:

15/01323/MFUL

9. HC-17 GARAGE CONVERSION TO HABITABLE ROOM

Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 1995 or any subsequent Order, the garage(s) shall not be converted into domestic accommodation without the granting of an appropriate planning permission.

REASON

In accordance with policy # and to ensure the retention of adequate and satisfactory provision of off-street accommodation for vehicles generated by occupiers of the dwelling and visitors to it, in the interest of safety and the general amenity the development.

10. HC-18a PRECAUTIONS TO PREVENT MUD ON THE HIGHWAY

There shall be no access or egress by any vehicles between the highway and the application site until details of the precautions to be taken to prevent the deposit of mud, grit and dirt on public highways by vehicles travelling to and from the site have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. These facilities shall include the provision of wheel washing facilities where considered necessary by the Local Planning Authority in consultation with the Highway Authority. These precautions shall be made available before any excavation or depositing of material in connection with the construction commences on the site and be kept available and in full working order and used until such time as the Local Planning Authority in consultation with the Highway Authority agrees in writing to their withdrawal

REASON

In accordance with policy # and to ensure that no mud or other debris is deposited on the carriageway in the interests of highway safety.

11. HC-21 HIGHWAY CONDITION SURVEY

Unless otherwise approved in writing by the Local Planning Authority, there shall be no HCVs brought onto the site until a survey recording the condition of the existing highway (High Street - from the proposed site entrance up to and including the junction with the B1257) has been carried out in a manner approved in writing by the Local Planning Authority in consultation with the Highway Authority.

REASON

In accordance with policy # and in the interests of highway safety and the general amenity of the area

Continued

**LOCAL HIGHWAY AUTHORITY
CONSIDERATIONS and RECOMMENDATION**



Continuation sheet:

Application No:

15/01323/MFUL

12. HC-22 DOORS AND WINDOWS OPENING OVER THE HIGHWAY

All doors and windows on elevations of the building(s) adjacent to the existing and/or proposed highway shall be constructed and installed such that from the level of the adjacent highway for a height of 2.4 metres they do not open over the public highway and above 2.4 metres no part of an open door or window shall come within 0.5 metres of the carriageway. Any future replacement doors and windows shall also comply with this requirement.

REASON

In accordance with policy # and to protect pedestrians and other highway users.

13. HC-24 ONSITE PARKING, ON-SITE STORAGE AND CONSTRUCTION TRAFFIC DURING DEVELOPMENT

Unless approved otherwise in writing by the Local Planning Authority there shall be no establishment of a site compound, site clearance, demolition, excavation or depositing of material in connection with the construction on the site until proposals have been submitted to and approved in writing by the Local Planning Authority for the provision of:

- a. on-site parking capable of accommodating all staff and sub-contractors vehicles clear of the public highway
- b. on-site materials storage area capable of accommodating all materials required for the operation of the site.
- c. The approved areas shall be kept available for their intended use at all times that construction works are in operation.

REASON

In accordance with policy # and to provide for appropriate on-site vehicle parking and storage facilities, in the interests of highway safety and the general amenity of the area.

14. HC-25 ROUTING OF CONSTRUCTION TRAFFIC

Unless otherwise approved in writing by the Local Planning Authority, there shall be no establishment of a site compound, site clearance, demolition, excavation or depositing of material in connection with the construction on the site until details of the routes to be used by HCV construction traffic have been submitted to, and approved in writing by, the Local Planning Authority in consultation with the Highway Authority. Thereafter the approved routes shall be used by all vehicles connected with construction on the site.

Continued

**LOCAL HIGHWAY AUTHORITY
CONSIDERATIONS and RECOMMENDATION**



Continuation sheet:

Application No:

15/01323/MFUL

14. HC-25 (Continued)

REASON

In accordance with policy # and in the interests of highway safety and the general amenity of the area.

MEMORANDUM
RYEDALE DISTRICT COUNCIL
FORWARD PLANNING & CONSERVATION

TO: ALAN HUNTER
FROM: JOHN CLAYTON
SUBJECT: 15/01323/MFUL - HIGH STREET SLINGSBY
DATE: 8 FEBRUARY 2016

I refer to concerns expressed by an adjoining resident in respect of the prescribed root protection areas (RPA's) for T1 and T2 in relation to proposed garages within the RPA's. Having inspected the drawing in my opinion the two garages should be omitted to avoid unnecessary root damage. However, with appropriate construction sympathetic to root retention these areas could be used as parking bays.

Conditions:

Prior to the commencement of the development, including soil stripping, the trees close to the northern and western boundaries and the boundary hedges to be retained shall be protected in accordance with the measures outlined within paragraph 5.2 of the submitted Tree Report.

Reason: to ensure that the trees are not damaged as a consequence of development, and in accordance with Policy SP13- Landscapes of the adopted Ryedale Local Plan Strategy 2013.

Prior to the commencement of the development details for the construction of the proposed parking bays adjacent to the eastern boundary of the site and the trees referred to as T1 (ash) and T2 (Grey Poplar) shall be submitted to the Local Planning Authority for approval in writing.

Reason: to ensure that the proposed construction of these parking bays does not adversely affect the health of the trees referred to above.

John Clayton
Tree & Landscape Officer



England & Lyle

Chartered Town Planners

HERITAGE, DESIGN & ACCESS STATEMENT

**Former Richardsons Haulage
Yard, Malton Road, Slingsby,
Malton, North Yorkshire**

**Residential Development of
18no. units**

Address

Head Office:

Gateway House
55 Coniscliffe Road
Darlington
County Durham
DL3 7EH

November 15

CONTENTS

SECTION		Page No:
1.	INTRODUCTION	2
2.	SITE CONTEXT	3
3.	DEVELOPMENT PROPOSALS	7
4.	DESIGN & ACCESS CONSIDERATIONS	9
5.	HERITAGE CONSIDERATIONS	12
6.	CONCLUSIONS	16

Agent:

England
& Lyle
Chartered Town Planners

Applicant:

Mandale Construction Ltd

1. INTRODUCTION

Purpose of Statement

- 1.1 This Design & Access Statement has been prepared by England and Lyle Ltd on behalf of Mandale Construction Ltd to support a full planning application for the development of 18no. residential units at Former Richardsons Haulage Yard, Malton Road, Slingsby, Malton, North Yorkshire.
- 1.2 The purpose of this statement is to assess the proposed development in respect of amount, scale, layout, landscaping and appearance, as advocated by guidance contained within the Town & Country Planning (Development Management Procedure) (England) Order 2015.
- 1.3 This statement should be read alongside the Planning Statement prepared by England & Lyle.

Structure of Statement

- 1.4 This Statement is structured as follows:

Section 2 analyses the site context including its physical, social and economic characteristics, as well as the relevant planning policy context.

Section 3 sets out the development proposals.

Section 4 assesses the proposed development in terms of amount, scale, layout, landscaping and appearance.

Section 5 considers the impact on heritage assets.

Section 6 draws conclusions on the overall findings of the statement.

2. SITE CONTEXT

Site Context

2.1 The application site is a former Haulage Yard located within both the village development limit and the Slingsby conservation area. The site therefore constitutes previously developed land in a sustainable location. The site is 0.48 hectares in size and has an existing access onto Malton Road.



2.2 The site fronts onto High Street, and runs along the rear of the existing properties fronting onto Malton Road, and Sycamore Close. There is also an area of land that wraps around the rear of Part Way Cottage and West Cottage on High Street.



2.3 There is a stone wall that fronts High Street with a steep embankment immediately in front of the wall. The surrounding properties include either detached, semi-detached or terrace dwellings in a range of materials including brick, stone and render.





Nearby existing dwellings

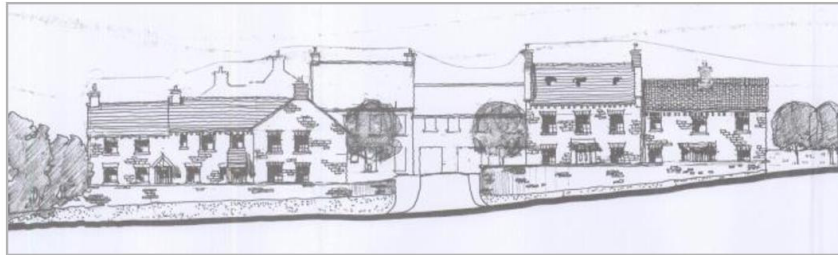
- 2.4 In 2006, Conservation Area consent was approved for the demolition of an industrial building at the site. A planning application for 26 units was then submitted later that year but withdrawn, and instead an application for the development of 24 no. units was submitted. This included 2-4 bed dwellings as well as apartments. The application was resolved for approval in 2008 and the S106 agreed in January 2015. This consent has not yet been implemented but is currently extant and forms the fall-back position (06/00807/MFUL). However, it is considered that the apartments approved as part of the previous consent are no longer a financially viable option for the applicant, and therefore a new consent for 18 dwellings is now being sought as set out in Section 3.

The Approved Scheme (06/00807/MFUL)

- 2.5 The approved scheme consists of 19 2-4 bed dwellings and five one/two bed apartments, with a vehicular and pedestrian access created through a cut in the stonewall off High Street, as shown adjacent. The layout of the development will include properties fronting onto High Street to either side of the proposed access road, which will lead into a rectangular cul-de-sac surrounded by terrace properties.



- 2.6 This approved layout has formed the basis of this submission with the main aspects of the approved scheme retained including the access point and layout of the dwellings. This is discussed further in Section 3.



Approved Streetscene

Planning Policy Context

- 2.7 In respect of the application site, the Development Plan currently comprises:
- 'Saved' Policies and Maps of the Ryedale Local Plan (2002)
 - Local Plan Strategy (2013)
- 2.8 This report looks at each of these documents in relation to the proposed development and also considers the national planning guidance and other material considerations which are relevant to the heritage, design and access considerations of this application.

'Saved' Policies and Maps of the Ryedale Local Plan (2002)

- 2.9 The saved policies are not considered relevant to this application. However, the villages insert maps have been saved and are relevant to this site.

The Local Plan Strategy (2013)

- Policy SP1 General Location of Development and Settlement Hierarchy

- Policy SP2 Delivery and Distribution of New Housing
- Policy SP4 Type and Mix of New Housing
- Policy SP12 Heritage
- Policy SP13 Landscapes
- Policy SP14 Biodiversity
- Policy SP16 Design
- Policy SP19 Presumption in Favour of Sustainable Development

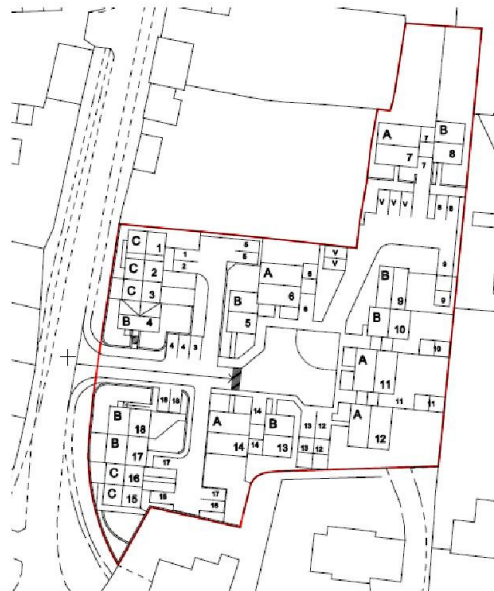
OTHER MATERIAL CONSIDERATIONS

2.10 Guidance contained within the following documents / statements is also considered to be of relevance to the current application proposals:

- National Planning Policy Framework
- Slingsby, Fryton and South Holme Parish Plan (2010)

3. DEVELOPMENT PROPOSALS

- 3.1 The proposed scheme now comprises the redevelopment of a disused brownfield site in the heart of Slingsby for the development of 18no. high quality residential units.
- 3.2 The previously approved layout forms the basis of this proposed scheme with the main aspects of the approved scheme retained including the access point and broad layout of the dwellings in a cul-de-sac formation. However, due to the financial viability of the apartments, these have been omitted from this scheme.



Proposed Site Plan

- 3.3 The proposed development includes a range of housetypes within the site in the form of linked detached, semi-detached and terrace units, to provide a mix of housing including;
- Six 2bed properties
 - Seven 3bed properties
 - Five 4bed properties
- 3.4 The proposals will seek to significantly improve and enhance the appearance of the site, whilst maintaining character of the village through the use of appropriate design features,

materials and finishes to complement the rural village setting. Materials will comprise of natural stone with slate and clay pantile roofs. This is discussed further in the following section.



Proposed Streetscene from High Street

4. DESIGN & ACCESS CONSIDERATIONS

4.1 This section of the statement assesses the proposed development in respect of use, amount, scale, layout, landscaping and appearance, as advocated by guidance contained within the Town & Country Planning (Development Management Procedure) (England) Order 2015.

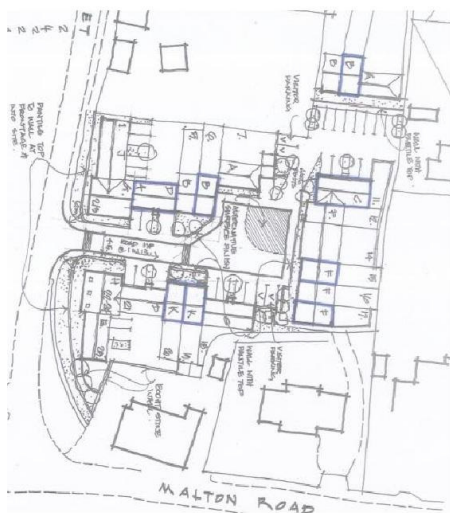
Use

4.2 This site was formerly used as a haulage yard but has been disused for sometime. Consent is sought for a residential development of 18 units. The principle of this use at this site has already been accepted by the Council as part of a previously application (06/00807/MFUL).

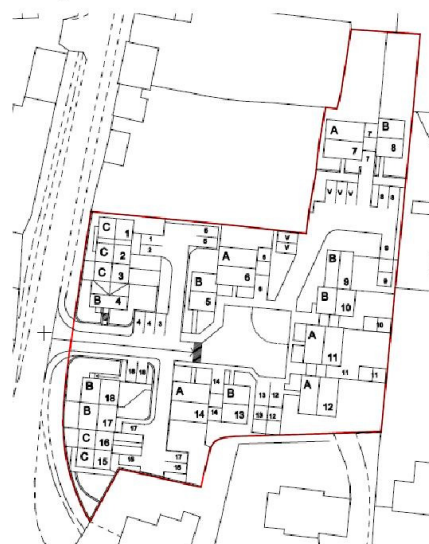
4.3 The principle of the development at this site is discussed in more detail in the accompanying Planning Statement produced by England & Lyle Ltd.

Layout

4.4 The proposals are based on the previously approved scheme with properties fronting onto High Street. The access to the site is also taken from High Street.



Previously approved scheme



Proposed Scheme

Amount & Scale

- 4.5 This proposal seeks to redevelop the whole of the previously developed site, which extends approximately 0.48ha in total.
- 4.6 The proposals comprise of 18no. units in the form of linked detached, semi-detached and terrace properties. The properties vary in height but are two storey.



Proposed Streetscene

Appearance & Design

- 4.7 The proposals will seek to significantly improve and enhance the appearance of the site, whilst maintaining character of the village through the use of appropriate design features, materials and finishes to complement the rural setting. Materials will comprise of natural stone with slate and clay pantile roofs, as shown above.

- 4.8 The scheme will redevelop an unsightly site within a prominent location within Slingsby and will significantly improve the appearance of the area as a whole.



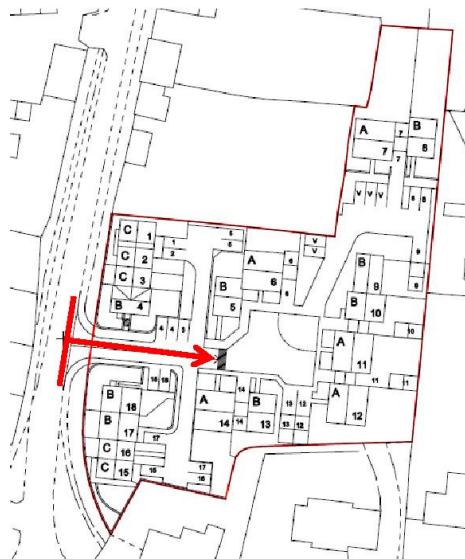
Existing site appearance

Landscaping

- 4.9 The existing site is largely covered by a hardcore base, with no landscape value. Hard and soft landscaping will be incorporated throughout the scheme to ensure an attractive development in keeping with the rural setting. These details will be agreed with the Council through conditions of the consent.

Accessibility

- 4.10 The existing access to the site from Malton Road will be closed in favour of a new access off High Street, as previously approved as part of the extant consent – *“The creation of an access road in order to develop the site in depth is considered acceptable”* (Committee Report, May 2008). This access will form a cul-de-sac development, with each dwelling benefitting from private parking as well as additional visitor parking.
- 4.11 Further discussion of the accessibility of the site, including public transport, is contained within the Planning Statement.



5. HERITAGE CONSIDERATIONS

Assessment of Impact on Heritage Assets

- 5.1 Para 128 of the NPPF states;
"In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance."
- 5.2 Additionally, para 137 states *"local planning authorities should look for opportunities for new development within Conservation Areas ... to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably."*
- 5.3 The Historic England's "Historic Environment Good Practice Advice in Planning Note 2: Decision Taking in the Historic Environment (2015)" sets out a number of a number of stages which can be used to ensure that the impact of development of heritage assets are identified and addressed appropriately. The guidance acknowledges that the individual stages may not be appropriate for all proposals, and that the level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposals.
- 5.4 As such, the stages considered relevant to these proposals are set out below and addressed in turn in relation to this application.

Understanding significance: gaining as full a knowledge of the heritage interest of the affected assets as necessary in the circumstances of the case.

- 5.5 There are a number of listed buildings within Slingsby, including two Listed buildings immediately adjacent to the site; West Flatts Farmhouse (Grade II Listed) and Slingsby Heights and Gates and Railings to Front (Grade II Listed).



Slingsby Heights

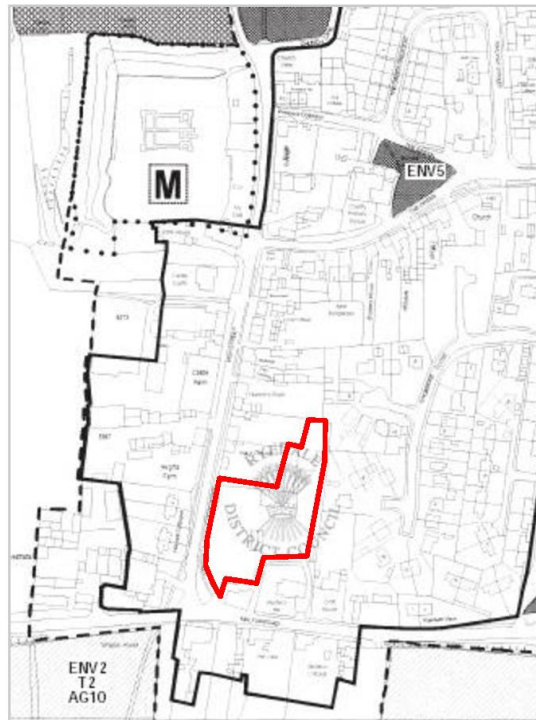


West Flatts Farmhouse



Location of Listed buildings near to site (Taken from Historic England's website)

- 5.6 The site is located within the Slingsby Conservation Area, as shown by the dashed line on the plan below. There is also a Scheduled Ancient Monument (SAM) to the north of (but not adjacent to) the site, in the form of the remains of Slingsby Castle.



Boundary of the conservation area and SAM

Understanding impact: giving sufficient understanding of the impact of the proposals and justifying any remaining harmful impacts of the proposed development

- 5.7 The two adjacent Listed Buildings are located to the south west of the site. Whilst the buildings themselves will not physically be altered by these proposals, their settings will be improved through the significantly improved appearance of this site. Both these buildings are traditional rural dwellings, which will be sympathetically mimicked by the design of the proposed dwellings. Other listed buildings in the area are a reasonable distance from the application site and will not be impacted by these proposals, other than benefiting from the overall improvement of the area.
- 5.8 In terms of the impact on the Conservation Area, the site is currently an eyesore within a prominent location off High Street. The redevelopment of this site with attractive high

quality dwellings in keeping with the rural setting will vastly improve the appearance of the Conservation Area with a use that is compatible with the surrounding uses.

- 5.9 The site is located approx. 250m from the SAM and is therefore not considered to have any impact physically or visually upon this.
- 5.10 The proposals will have a positive impact on improving the overall appearance of the Conservation Area and setting of the nearby Listed buildings. The scheme will redevelop an unsightly site within a prominent location within Slingsby and will significantly improve the appearance of the area as a whole.

Looking for opportunities to better reveal or enhance significance

- 5.11 The design of the proposed scheme has been carefully considered in conjunction with the council to ensure a scheme which complements and enhances the surroundings, including the nearby heritage assets. It is therefore considered that the proposals will enhance the conservation area should be considered favourably in terms of their impact on the nearby historic assets.



6. CONCLUSIONS

- 6.1 The current application proposals seek full planning consent for the development of 18no. residential units at Former Richardsons Haulage Yard, Malton Road, Slingsby, Malton, North Yorkshire.
- 6.2 This site benefits from an extant consent for residential development, and therefore the principle of develop at this site has already been accepted by the Council, as set out in the accompanying Planning Statement. This Statement looks at the heritage and design considerations of these proposals which constitute the redevelopment of previously developed land within the Conservation Area of Slingsby.
- 6.3 The proposals will seek to significantly improve and enhance the appearance of the site, whilst maintaining character of the village through the use of appropriate design features, materials and finishes to complement the rural village setting as well as the nearby heritage assets and conservation area.
- 6.5 We are therefore of the opinion that the current application proposal would fully accord with the relevant policies contained within the Ryedale Development Plan in terms of their accordance with design, access and heritage aspirations, as well as national guidance in the form of the National Planning Policy Framework. We would therefore respectfully request that the current planning application is fully supported by the local planning authority.



**England
& Lyle**

Chartered Town Planners

PLANNING STATEMENT

**Former Richardsons Haulage
Yard, Malton Road, Slingsby,
Malton, North Yorkshire**

**Residential Development of
18no. units**

September 2015

CONTENTS

SECTION		Page No:
1.	INTRODUCTION	2
2.	SITE CONTEXT& BACKGROUND	3
3.	DEVELOPMENT PROPOSALS	6
4.	PLANNING POLICY	8
5.	KEY PLANNING CONSIDERATIONS	12
	Is the principle of development supported by the development plan	
	Will the scheme help build a Strong Competitive Economy?	
	Will the scheme ensuring the Vitality of Town Centres?	
	Will the scheme promote Sustainable Transport opportunities?	
	Will the scheme deliver a Wide Choice of High Quality Homes?	
	Will the scheme deliver Good Design?	
	Will the scheme promote Healthy Communities?	
	Will the scheme meet the Challenge of Climate Change, Flooding & Coastal Change?	
	Will the scheme Conserve and Enhance the Natural Environment?	
	Will the scheme Conserve and Enhance the Historic Environment?	
6.	PLANNING OBLIGATIONS/ CIL	24
7.	CONCLUSIONS	25

APPENDICES

Appendix A – Information Leaflet to local residents

APPLICANT:

Mandale Construction Ltd

AGENT:

1. INTRODUCTION

Purpose of Statement

1.1 This Planning Statement has been prepared by England and Lyle Ltd on behalf of Mandale Construction Ltd to support a full planning application for the development of 18no. residential units at Former Richardsons Haulage Yard, Malton Road, Slingsby, Malton, North Yorkshire.

1.2 This Statement will seek to assess the development proposals in the context of the adopted development plan and any other material considerations relevant to the determination of the planning application and should be read in conjunction with the following information, which has also been submitted as part of the planning submission:

- Application Forms & Ownership Certificates
- Heritage, Design & Access Statement;
- Contaminated Land Report;
- Ecology Reports;
- Tree Survey;
- Relevant plans and elevations

Structure of Statement

1.3 This Statement is structured as follows:

- **Section 2** analyses the context of the site;
- **Section 3** describes the proposed development;
- **Section 4** assesses the Development Plan policies, as well as any other material considerations relevant to the determination of the application and identifies the key planning considerations;
- **Sections 5** assesses the proposals in the context of the identified key planning considerations;
- **Section 6** assesses the compliance of the proposals with the adopted Development Plan and the contribution the scheme will make towards achieving sustainable development.

2. SITE CONTEXT & BACKGROUND

2.1 The application site is a former Haulage Yard located within both the village development limit and the Slingsby conservation area. The site therefore constitutes previously developed land in a sustainable location. The site is 0.48 hectares in size and has an existing access onto Malton Road.



2.2 The site fronts onto High Street, and runs along the rear of the existing properties fronting onto Malton Road, and Sycamore Close. There is also an area of land that wraps around the rear of Part Way Cottage and West Cottage on High Street.



2.3 There is a stone wall that fronts High Street with a steep embankment immediately in front of the wall. The surrounding properties include either detached, semi-detached or terrace dwellings in a range of materials including brick, stone and render.



Planning History

- 2.4 In 2006, Conservation Area consent was approved for the demolition of an industrial building at the site. A planning application for 26 units was then submitted later that year but withdrawn, and instead an application for the development of 24 no. units was submitted. This included 2-4 bed dwellings as well as apartments. This application was resolved for approval in 2008 and the S106 agreed in January 2015. This consent has not yet been implemented but is currently extant and forms the fall-back position (06/00807/MFUL). This consent is discussed further in the accompanying Heritage, Design & Access Statement.
- 2.5 However, it is considered that the mix of development approved as part of the previous consent are not the best solution for the site commercially, and therefore a new consent for a 18 dwellings is now being sought as set out in Section 3.

Pre-Application Discussions

- 2.6 A formal pre-application submission was made in June 2015 (15/00690/PREAPP), and a subsequent meeting held between the applicant and the Council. Following this meeting, a letter formalising the Council's pre-application response was received by the client in September 2015.
- 2.7 Within the consultation response, the Council accept the principle of residential development at this site given the extant planning consent and location of the site within Slingsby. The Council also made a number of comments about the design of the scheme, which have since been paramount to evolving the scheme. This is discussed further in Section 5 of this Statement.

Community Engagement

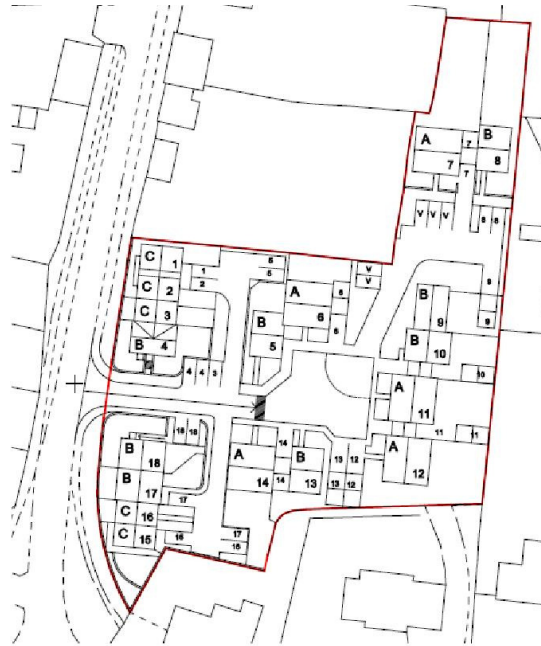
- 2.8 Para 66 of the NPPF states:
- 'Applicants will be expected to work closely with those directly affected by their proposals to evolve designs that take account of the views of the community.'*

Proposals that can demonstrate this in developing the design of the new development should be looked on more favourably'.

- 2.9 A community consultation exercise was commissioned by our client to establish the views of the local community and as well as the Parish Council prior to the submission of this formal planning application to Ryedale District Council. This included information leaflets (Appendix A) being sent to all adjacent neighbours informing them of the proposals and inviting their views, as well as a letter to the Parish Council.
- 2.10 In summary, two responses from the public were received as well as comments from the Parish Council via telephone. The responses from the public are summarised below;
- Welcome the reduction in the number of dwellings from 24 to 18
 - However, the development is still too large in terms of population density and will have a huge impact on the Village population with its' already stretched services
 - Comments on location of garaging at plots 9-11 and potential for crime
 - Concerns regarding the overlooking of the rear garden of properties on Sycamore Close
 - Concerns previously raised during previous application remain, including;
 - Location of access
 - Parking
 - The height & visual impact of the development
 - Details of construction needs to be provided
 - Local contractors should be used to provide local employment
- 2.11 The Parish Council made were pleased with the reduction in numbers, but were concerned about the level of parking and wanted to ensure sufficient space would be provided to prevent any on-street parking on High Street.
- 2.12 These comments have been taken into account by the applicant and have been addressed in this statement where relevant.

3. DEVELOPMENT PROPOSALS

- 3.1 The proposed scheme comprises the redevelopment of a disused brownfield site in the heart of Slingsby for the development of 18no. high quality residential units.



Proposed Site Plan

- 3.2 The proposed development includes a range of housetypes within the site in the form of detached, semi-detached and terrace units, to provide a mix of housing including;
- Six 2 bed properties
 - Seven 3 bed properties
 - Five 4 bed properties
- 3.3 The proposals will seek to significantly improve and enhance the appearance of the site, whilst maintaining character of the village through the use of appropriate design features, materials and finishes to complement the rural village setting. Materials will comprise of natural stone with slate and clay pantile roofs. This is discussed further in the accompanying Heritage, Design & Access Statement.



Proposed Streetscene from High Street

4. PLANNING POLICY CONTEXT & KEY PLANNING ISSUES

General Principles

4.1 Section 38(6) of the Planning & Compulsory Purchase Act 2004 indicates that the statutory Development Plan will continue to be the starting point for the consideration of planning applications for the development or use of land, unless material considerations indicate otherwise. This approach to decision taking is reiterated by guidance contained within the NPPF.

4.2 This section of the statement identifies the Development Plan in force for the area in which the application site is located and also sets out the Development Plan policies of relevance to the assessment of the current application proposals, as well as any relevant material considerations. The key planning considerations having regard to the identified Development Plan policies (subject to the degree of consistency with NPPF) and other material considerations will also be highlighted.

Development Plan

4.3 The Development Plan provides the essential framework for planning decisions. The Development Plan for the area includes the 'saved' Policies and Maps of the Ryedale Local Plan (2002), and the Local Plan Strategy (2013).

4.4 When conflicts between Local Plan policies arise, decisions should be taken in the light of all material considerations, including local priorities and needs, guided by relevant national policy.

4.5 All relevant policies contained in the development plan are listed below.

'Saved' Policies and Maps of the Ryedale Local Plan (2002)

4.6 The saved policies are not considered relevant to this application. However, the villages insert maps have been saved and are relevant to this site. This is shown below;



Extract of Slingsby Inset map (Ryedale Local Plan (2002))

The Local Plan Strategy (2013)

- 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 SP11 Community Facilities and Services
- Policy SP12 Heritage
- Policy SP13 Landscapes
- Policy SP14 Biodiversity
- Policy SP16 Design
- Policy SP17 Managing Air Quality, Land and Water Resources
- Policy SP19 Presumption in Favour of Sustainable Development
- Policy SP20 Generic Development Management Issues
- Policy SP21 Occupancy Restrictions
- Policy SP22 Planning Obligations, Developer Contributions and the Community Infrastructure Levy

Material Considerations

National Planning Policy Framework (NPPF)

- 4.7 The NPPF was published in March 2012 and sets out the Government's up-to-date planning policies for England and how these are expected to be applied to both plan making and decision taking. The NPPF is a material consideration in planning decisions.
- 4.8 The guidance confirms that the purpose of the planning system is to contribute to the achievement of sustainable development and there are three dimensions to this: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:
- **An Economic Role** – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
 - **A Social Role** – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and
 - **An Environmental Role** – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to low carbon energy.
- 4.9 The guidance confirms that pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life, including (but not limited to):
- Making it easier for jobs to be created in cities, towns and villages;
 - Moving from a net loss of bio-diversity to achieving net gains for nature;

- Replacing poor design with better design;
- Improving the conditions in which people live, work, travel and take leisure; and
- Widening the choice of high quality homes

4.10 Paragraph 14 confirms that at the heart of the NPPF is a **presumption in favour of sustainable development**, which should be seen as a golden thread running through both plan-making and decision taking. For decision-taking this means:

- Approving development proposals that accord with the development plan without delay; and
- Where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:
 - Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole; or
 - Specific policies in the Framework indicate development should be restricted

4.11 The NPPF also advises that LPAs should approach decision-taking in a positive way to foster the delivery of sustainable development. The guidance stipulates that LPAs should look for solutions rather than problems and decision-takers at every level should seek to approve applications for sustainable development where possible.

4.12 The specific policy areas of the NPPF are addressed throughout this Planning Statement.

5. KEY PLANNING CONSIDERATIONS

5.1 Having regard to the adopted Development Plan and other material considerations, namely the NPPF, this section addresses compliance with the development plan and against the sustainability tests set out in NPPF. The report considers the following questions:

- Is the principle of development supported by the development plan?
- Will the scheme deliver a wide choice of high quality homes?
- Will the scheme deliver good design?
- Will the scheme promote healthy communities?
- Will the scheme meet the challenge of climate change, flooding & coastal change?
- Will the scheme conserve and enhance the natural environment?
- Will the scheme conserve and enhance the historic environment?

5.2 As set out in Paragraph 6 of NPPF *'The policies in paragraphs 18 to 219, taken as a whole, constitute the Government's view of what sustainable development in England means in practice for the planning system'*.

Is the principle of development supported by the development plan?

- 5.3 Paragraph 14 confirms that at the heart of the NPPF is a **presumption in favour of sustainable development**. For decision-taking this means approving development proposals that accord with the development plan without delay. The proposal is now therefore assessed against the relevant policies of the Local Plan Strategy (2013) and 'Saved' Policies of the Ryedale Local Plan (2002).
- 5.4 Policy SP1 (General Location of Development and Settlement Hierarchy) allows for limited small-scale housing growth within service village centres including Slingsby.
- 5.5 In addition, Policy SP2 (Delivery and Distribution of new housing) states that sources of new housing that will contribute to the supply of new homes in service villages should include the redevelopment of previously developed land and buildings within Development Limits.
- 5.6 The proposed development seeks permission for the redevelopment of a brownfield site within the heart of the service village centre of Slingsby and therefore accords with both these policies. The proposals will also assist the Council in maintaining an adequate five year housing land supply in a wholly sustainable location.
- 5.7 It should be noted that the principle of residential development at this site has already been accepted by the Council in approving the previous extant consent (06/00807/MFUL).
- 5.8 For the reasons set out above and in light of the extant consent at the site, the proposed development is supported by policies contained within the Local Plan Strategy (2013) and 'Saved' Policies and Maps of the Ryedale Local Plan (2002). In relation to NPPF, the development proposals clearly accord with the development plan the proposed development should therefore be approved without delay.


Will the scheme deliver a wide choice of high quality homes?

Housing applications should be considered in the context of the presumption in favour of sustainable development.

To deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities, local planning authorities should:

- plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community (such as, but not limited to, families with children, older people, people with disabilities, service families and people wishing to build their own homes);*
- identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand; and*
- where they have identified that affordable housing is needed, set policies for meeting this need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified (for example to improve or make more effective use of the existing housing stock) and the agreed approach contributes to the objective of creating mixed and balanced communities. Such policies should be sufficiently flexible to take account of changing market conditions over time. (Paras 49 -50 NPPF)*

- 5.9 Policy SP4 (Type and Mix of New Housing) of the Local Plan states that increased housing choice and high quality housing will be provided through new housing development which will provide increased housing choice and contribute to the provision of a balanced housing stock.
- 5.10 The proposed scheme will deliver 18no. high quality family homes. The proposed development will include a range of housetypes within the site in the form of linked detached, semi-detached and terrace units.
- 5.11 In line with Policy SP3 (Affordable Housing) of the Ryedale Local Plan Strategy, 6.3 units would be sought on a development of this nature. However, there are viability issues that have stopped this development combining forward. The fact that the approved application was submitted back in 2008 demonstrates the difficulties. A viability appraisal is therefore submitted with this application. It seeks to provide about 22% affordable housing or 4 units.



It is understood that these figures will be independently assessed as part of the application process.

- 5.12 The scheme provides the opportunity to deliver a wide choice of high quality homes that will widen opportunities for home ownership and will create a sustainable, inclusive and mixed community in line with the framework.

Will the scheme deliver good design?

The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

Planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.

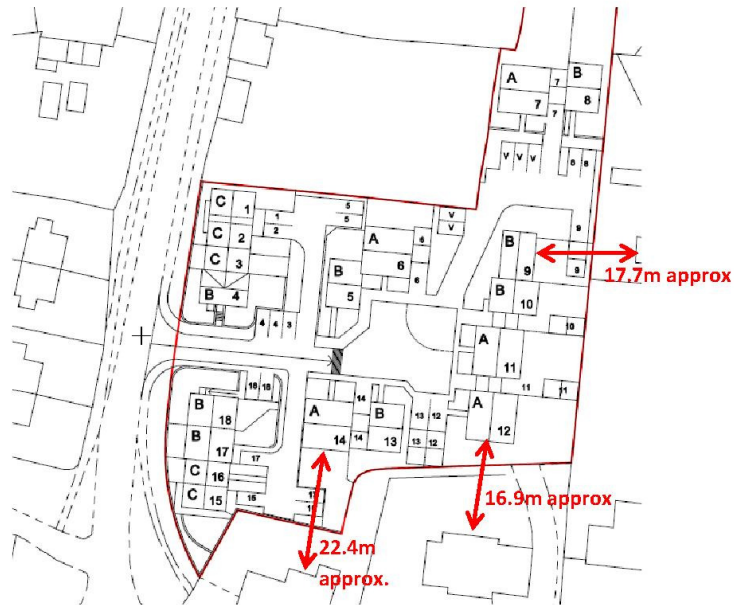
5.13 The Local Plan Strategy Policy SP16 (Design) states that development proposals will be expected to create high quality durable places that are accessible, well integrated with their surroundings and which:

- Reinforce local distinctiveness
- Provide a well-connected public realm which is accessible and usable by all, safe and easily navigated
- Protect amenity and promote well-being

5.14 The previously approved layout forms the basis of this proposed scheme with the main aspects of the approved scheme retained including the access point and broad layout of the dwellings in a cul-de-sac formation. The proposals will seek to significantly improve and enhance the appearance of the site, whilst maintaining character of the village through the use of appropriate design features, materials and finishes to complement the rural village setting. The design is discussed further in the accompanying Heritage and Design & Access Statement.



- 5.15 In terms of residential amenity, the orientation of the proposed dwellings has been carefully considered to ensure minimal overlooking of the existing dwellings around the edge of the application site.



- 5.16 The existing dwellings to the north of the site benefit from large gardens, which ensure generous separation distances between the existing and proposed dwellings. In addition the houses to the west are separated from the proposed dwellings by the busy High Street, as well as generous front gardens.
- 5.17 There are no locally set minimum distances between the rear elevations of properties. However, the standard distances often used in the development industry vary between 18 and 20m and 12m between rear and side elevations of properties.
- 5.18 In terms of the properties to the south, the side elevation of Plot 12 faces Hunters Hill with a separation of nearly 17m. In addition, there is only one window on this elevation which is obscured due to it being a WC. This exceeds the industry guidance.

- 5.19 Plot 14 backs onto Lowry's restaurant which fronts Malton Road. There is a separation distance of more than 22m and therefore this also meets the industry guidance distances.
- 5.20 Plot 9 faces in a northerly direction, at a 90degree angle to Plots 10-12 to create an attractive streetscene. The side elevation of the Plot 9 faces the rear of properties fronting onto at Sycamore Close at a distance of approximately 17.7m. This exceeds the industry guidance.
- 5.21 In addition to this, the dwellings are similar in terms of scale to the surrounding properties to ensure they do not appearing overbearing or dominating within the streetscene. In view of this it is considered that the proposed development would not be considered to have a material adverse effect upon the amenity of the adjoining residential neighbours.
- 5.22 Rather, these properties will benefit from the disused and unsightly site being brought into a use compatible with the surrounding area. The use for residential purposes is considered less harmful in terms of disturbance and visual impact than the former use as a haulage yard which could not be controlled by the Council.
- 5.23 The impact therefore of these proposals on the residential amenity of the neighbouring properties is considered minimal and the proposals can be seen to accord with the principles set out in NPPF and the development plan.

Will the scheme promote healthy communities?

The planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities.

Planning decisions should aim to achieve places which promote:

- *opportunities for meetings between members of the community who might not otherwise come into contact with each other, including through mixed-use developments, strong neighbourhood centres and active street frontages which bring together those who work, live and play in the vicinity;*
- *safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and*
- *safe and accessible developments, containing clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas. (Para 69 NPPF)*

- 5.24 These proposals will bring a disused and unattractive site in the heart of the village back into use and remove any disorderly use of this site. The scheme will increase opportunities for meetings between members of the community who might not otherwise come into contact through the reintroduction of an active street frontage along High Street which bring together those who work, live and play in the vicinity, as well as bringing more local residents to the village to support the local community. It will create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and will deliver safe and accessible development, containing clear and legible pedestrian routes. The scheme is therefore considered to promote healthy communities as required by NPPF.

Will the scheme conserve and enhance the natural environment?

The planning system should contribute to and enhance the natural and local environment by:

- *protecting and enhancing valued landscapes, geological conservation interests and soils;*
- *recognising the wider benefits of ecosystem services;*
- *minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;*
- *preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability; and*
- *remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate. (Para 109 of NPPF)*

5.25 This section deals with how the scheme addresses the relevant natural environment considerations.

Impact on Trees/Ecology

5.26 A Tree & Hedgerow Survey has been undertaken by Delta Simons Ltd to support this application in October 2015. The Report concludes that a total of two trees and a tree group, all located immediately adjacent to the Site were identified and assessed as part of the Tree Survey. A total of two species-poor hedgerows were identified and assessed as part of the Hedgerow Survey. It was recommended that trees identified within the proposed development plan for retention will need to be adequately protected during any approved development works.

Contamination

5.27 A Site Investigation Report and Phase 1 Environmental Risk Assessment have been submitted as part of this application, which also formed part of the previous application. It

should be noted that in approving the previous consent at this site, the Environmental Health Officer was consulted on the Report and raised no objections subject to suitable conditions. We would welcome the imposition of these conditions as part of this application if still considered necessary.

Summary

- 5.28 The scheme has been assessed in relation to Trees, Ecology and Contamination. These matters are addressed in detail within the various reports which accompany the application.
- 5.29 In accordance with NPPF, the scheme seeks to conserve and enhance the natural environment through the retention of important ecological areas, the creation of new habitats and the remediation of the site.

Will the scheme conserve and enhance the historic environment?

In determining planning applications, local planning authorities should take account of:

- *the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
- *the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*
- *the desirability of new development making a positive contribution to local character and distinctiveness. (Para 131 of NPPF)*

- 5.30 Section 66 of the Planning (Listed Buildings & Conservation Areas) Act 1990 requires, in considering whether to grant planning permission for development which affects a Listed Building or its setting, the local planning authority to 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.
- 5.31 This application is accompanied by a Heritage, Design & Access Statement which addresses the heritage considerations in relation to the development of this site based on the guidance contained within Historic England's "Historic Environment Good Practice Advice in Planning Note 2: Decision Taking in the Historic Environment (2015)".
- 5.32 The site is located within the Slingsby Conservation Area. There are a number of listed buildings within Slingsby, including two Listed buildings immediately adjacent to the site; West Flatts Farmhouse (Grade II Listed) and Slingsby Heights and Gates and Railings to Front (Grade II Listed). There is also a Scheduled Ancient Monument (SAM) to the north of the site in the form of the remains of Slingsby Castle.
- 5.33 As discussed further in the accompanying Heritage, Design & Access Statement, the proposals will have a positive impact on improving the overall appearance of the Conservation Area and setting of the nearby Listed buildings. The scheme will redevelop an unsightly site within a prominent location within Slingsby and will significantly improve the appearance of the area as a whole.



Summary

- 5.34 The scheme has been assessed in terms of its impact on the Slingsby Conservation Area and nearby Listed Buildings and Scheduled Ancient Monument. The proposed development is seen to accord with the NPPF as well as Policy SP12 Heritage of the Ryedale Local Plan Strategy (2013).
- 5.35 In accordance with NPPF, the application contains information which describes the significance of any heritage assets affected, including any contribution made by their setting.

6. PLANNING OBLIGATIONS / CIL

6.1 Paragraph 204 of the NPPF advises Local Authorities that Planning Obligations '*should only be sought where they meet all of the following tests:*

- *Necessary to make the development acceptable in planning terms;*
- *Directly related to the development; and*
- *Fairly and reasonably related in scale and kind to the development'*

6.2 Ryedale District Council has prepared a Community Infrastructure Levy Draft Charging Schedule which it has submitted for examination. However, as this has not yet been formally adopted, it is not currently applicable to this site.

Affordable Housing

6.3 In line with Policy SP3 (Affordable Housing) of the Ryedale Local Plan Strategy, the Local Planning Authority will seek the provision of 35% of new dwellings as affordable housing on-site as part of developments of 5 dwellings or more. Where the on-site contribution does not equate precisely to whole numbers of units, equivalent financial contributions will be sought.

6.4 This scheme is for 18 units and therefore policy requires the provision of 6.3 units unless it can be demonstrated that this is not viable. The application site has a number of constraints given its brownfield nature and higher than average build costs due to the importance of design quality. We would ask the Council to review the Viability Report (which should be treated in confidence) prior to setting the affordable housing requirement. Another option which may be worth exploring would be the provision of starter homes as opposed to the more traditional affordable housing.

7. CONCLUSIONS

- 7.1 This Planning Statement has been prepared by England and Lyle Ltd on behalf of Mandale Construction Ltd to support a full planning application for the development of 18no. residential units at Former Richardsons Haulage Yard, Malton Road, Slingsby, Malton, North Yorkshire.
- 7.2 The principle of residential development at this site has already been accepted by the Council in approving the previous extant consent (06/00807/MFUL). These proposals will significantly improve and enhance the appearance of the site, whilst maintaining character of the village through the use of appropriate design features, materials and finishes to complement the rural village setting
- 7.3 It is demonstrated within the supporting information that the proposed development can be seen to comply with the relevant local and national policies contained in the development plan as specifically referred to within the preceding sections. In accordance with NPPF paragraph 14, development proposals that accord with the development plan should be approved without delay.
- 7.4 On the basis of the compliance with planning policy and the clear desire to see this important brownfield site regenerated, we would therefore respectfully request that the LPA resolves to grant planning permission for this highly sustainable form of development subject to any conditions deemed appropriate.



Appendix A
Information Leaflet to local residents



Get involved.....

We are still in the early stages of preparing a proposal at this site. However, we would welcome your initial comments to input into developing a proposal for the residential redevelopment of this site.

There are four ways in which you can make your views known.

1. Complete and submit the electronic form available at:
www.England-Lyle.co.uk/contact
2. Write to our Planning Consultants:
England & Lyle,
55 Coniscliffe Road,
Darlington,
DL3 7EH
3. Send an email to: consultation@England-Lyle.co.uk leaving your name and address along with your comments, or
4. Tweet Us @EnglandLyle



Please Note

This community consultation exercise has been commissioned by our client to involve the public with the development proposal.

It will not replace the normal consultation exercise undertaken by Ryedale Council when dealing with any formal planning application.

FOR YOUR INFORMATION



Proposed Residential Development of former Richardsons Haulage yard, Malton Road, Slingsby

October 15

This leaflet seeks to inform you of the proposed redevelopment of the land and buildings on the east side of High Street in Slingsby (Formerly the Richardsons Haulage Yard).

The site has planning consent for 24 dwellings which was resolved for approval in 2008 and the S106 agreed in January 2015. This consent has not yet been implemented but is currently extant and forms the fall-back position.

Our client, Mandale Homes Ltd, are looking to purchase the site and are proposing to redevelop the site, with a reduction in the number of units previously proposed from 24 to 18, as shown adjacent. It is considered that the amended scheme is more attractive and in keeping with the village location than the approved scheme.

Additional plans and drawings are also available online at: <http://www.english-lyle.co.uk/consultation>.



Weaverthorpe

Lord's River

Mt Spaniel Farm

Spaniel Farm

Page 97



NORTH YORKSHIRE COUNTY COUNCIL BUSINESS and ENVIRONMENTAL SERVICES			
LOCAL HIGHWAY AUTHORITY CONSIDERATIONS and RECOMMENDATION			
Application No:		15/01236/FUL	
Proposed Development:	Erection of two buildings to form 8no. units for B1, B2 and B8 use together with formation of associated parking spaces.		
Location:	Land At Cherry Farm Close Malton North Yorkshire		
Applicant:	DH Group (Mr Sean Harrison)		
CH Ref:	N/A	Case Officer:	Stephen Boyne
Area Ref:	3/83/1172	Tel:	01609 780 780
County Road No:	Unadopted/private onto B1248	E-mail:	Area4.KirbyMisperton@northyorks.gov.uk
To:	Ryedale District Council Ryedale House Old Malton Road MALTON North Yorkshire YO17 9HH	Date:	11 February 2016
FAO:	Alan Hunter	Copies to:	James Kennedy

Note to the Planning Officer:

In assessing the submitted proposals and reaching its recommendation the Local Highway Authority has taken into account the following matters:

The design standard for the site is DMRB and the required visibility splay is 4.5 metres by 120 metres. The available visibility is 4.5 metres by 160 metres.

Consequently the Local Highway Authority recommends that the following **Conditions** are attached to any permission granted:

Signed: <p style="text-align: center;"><i>Stephen Boyne</i></p> <p><i>For Corporate Director for Business and Environmental Services</i></p>	Issued by: Kirby Misperton Highway Office Beansheaf Industrial Park Tofts Road Kirby Misperton YO17 6BG e-mail: Area4.KirbyMisperton@northyorks.gov.uk
--	--

**LOCAL HIGHWAY AUTHORITY
CONSIDERATIONS and RECOMMENDATION**



Continuation sheet:

Application No:

15/01236/FUL

1. HC-15 PARKING SPACES TO REMAIN AVAILABLE FOR VEHICLE PARKING
(NON-RESIDENTIAL) **REVISED**

Notwithstanding the provision of any Town and Country Planning General Permitted or Special Development Order for the time being in force, the areas shown on 10386-DB3-XX-XX-DR-A-(90)01 Rev. B for parking spaces, turning areas and access (including pedestrian access) shall be kept available for their intended purposes at all times.

REASON

In accordance with policy # and to ensure these areas are kept available for their intended use in the interests of highway safety and the general amenity of the development.

2. HC-26 TRAVEL PLANS

Prior to the development being brought into use, a Travel Plan shall have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. This shall include:

- a. the appointment of a travel co-ordinator
- b. a partnership approach to influence travel behaviour
- c. measures to encourage the use of alternative modes of transport other than the private car by persons associated with the site
- d. provision of up-to-date details of public transport services
- e. continual appraisal of travel patterns and measures provided through the travel plan
- f. improved safety for vulnerable road users
- g. a reduction in all vehicle trips and mileage
- h. a programme for the implementation of such measures and any proposed physical works
- i. procedures for monitoring the uptake of such modes of transport and for providing evidence of compliance.

The Travel Plan shall be implemented and the development shall thereafter be carried out and operated in accordance with the Travel Plan.

Continued

**LOCAL HIGHWAY AUTHORITY
CONSIDERATIONS and RECOMMENDATION**



Continuation sheet:

Application No:

15/01236/FUL

2. HC-26 (Continued)

REASON

In accordance with policy # and to establish measures to encourage more sustainable non-car modes of transport

INFORMATIVE

In respect of Condition 1 (above), it is recommended that the footway link should be tied into the existing industrial estate road footway on the east side at the rear of the entrance radii onto York Road (B1248), with a tactile-paved pedestrian crossing point.

Mel Warters

Subject: FW: 15/01236/FUL

From: Andrew Dorman [<mailto:Andy.Dorman@outlook.com>]

Sent: 09 February 2016 12:00

To: Alan Hunter

Subject: 15/01236/FUL

Huttons Ambo Parish Council has seen the revised plans for industrial units on the York Road industrial estate. The extra wood cladding and the change of colour of the metal cladding from aluminium to grey (on the Eastern elevation) now allow us to remove our original objection to the development.

Andy Dorman Chair- Huttons Ambo Parish Council 09.02.2016