



PLANNING COMMITTEE

Tuesday 12 April 2016 at 6.00 pm

Council Chamber, Ryedale House, Malton

Agenda

19 Late Observations

(Pages 2 - 30)

Agenda Item 19

RYEDALE
DISTRICT
COUNCIL



Please Contact: Mrs Karen Hood
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All Members of the Planning Committee
Council Solicitor
Head of Planning & Housing
Managing Development Team Leader

Ref: Agendas/Planning/2016/2017

8th April 2016

Dear Councillor

Meeting of the Planning Committee - 12 April 2016

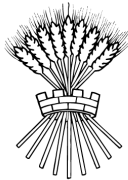
With reference to the above meeting I enclose for your attention the late observations received since despatch of the agenda.

Yours sincerely

A handwritten signature in black ink, appearing to read 'K Hood', is written over a light blue horizontal line.

Mrs Karen Hood
Managing Development Team Leader

Enc



PART A: MATTERS DEALT WITH UNDER DELEGATED POWERS

REPORT TO: PLANNING COMMITTEE

DATE: 12 APRIL 2016

**REPORT OF THE: HEAD OF PLANNING AND HOUSING
GARY HOUSDEN**

**TITLE OF REPORT: NORTH YORKSHIRE COUNTY COUNCIL (HIGHWAYS)
CONSULTATION: PROPOSED WEIGHT LIMIT,
MALTON/NORTON LEVEL CROSSING.**

WARDS AFFECTED: MALTON AND NORTON (DIRECTLY)

EXECUTIVE SUMMARY

1.0 PURPOSE OF REPORT

1.1 For Members to agree a response to the current consultation.

2.0 RECOMMENDATION

2.1 It is recommended that:

- (i) The proposed response to the consultation at paragraphs 6.10 and 6.11 of this report is agreed and subsequently forwarded to NYCC.

3.0 REASON FOR RECOMMENDATION

3.1 The proposed measure is aimed at restricting Heavy Goods Vehicle (HGV) movements in the central highway network in order to improve air quality in the Malton Air Quality Management Area.

4.0 SIGNIFICANT RISKS

4.1 There are no significant risks to the Council associated with the recommendation.

5.0 POLICY CONTEXT AND CONSULTATION

5.1 The restriction or prohibition of HGV movements would accord with the Malton Air Quality Action Plan (2012) which identifies this as an Action Plan measure (AP2a) intended to support the reduction of nitrogen dioxide concentrations in the Air Quality Management Area. The Air Quality Action Plan was produced following consultation with a range of stakeholders, including NYCC and was agreed by DEFRA.

- 5.2 The proposal also sits within a wider policy context for Malton and Norton, which is established by the development plan. Members will be aware that the planned growth of the twin towns is predicated on the Brambling Fields junction being operational. HCV restrictions at County Bridge/the level crossing area of the Towns are one of a package of complementary measures identified by NYCC to encourage vehicular traffic to use of the Brambling Fields junction.
- 5.3 NYCC undertook some consultation on the Brambling Fields complementary measures several years ago. It is understood that at that time some local haulage firms did express some concern that HCV restrictions would have a negative impact on their businesses. It is anticipated that NYCC will seek the views of local hauliers as part of the current consultation. The current consultation runs until 21 April 2016.

6.0 REPORT DETAILS

- 6.1 The consultation seeks views on a proposed weight restriction across the Malton/Norton level crossing. The area to which the proposed limit would apply is identified on a plan and this is consistent with the area covered by the existing level crossing. Specifically, NYCC are seeking views on the impacts of imposing either a 7.5 tonne or an 18 tonne restriction across the level crossing.
- 6.2 A restriction would reduce the number of large vehicles in the Castlegate Area. NYCC expect that effected vehicles would bypass the level crossing area and use the Brambling Fields interchange to complete their journey. However, the County Council does recognise that some journeys will still need to use Butcher Corner from the Old Maltongate, Wheelgate and/or Yorkersgate directions, but the limitations of the other access points from the A64 mean that at present this is inevitable.
- 6.3 The rationale for the use of a restriction in principle is to reduce the number of large vehicles in the central road network. Large vehicles are seen as the greater contributor to the pollutants/emissions which are measured as part of the Malton Air Quality Action Plan.
- 6.4 Consultation on the proposed measure follows a report which was prepared by RDC Environmental Health Officers in February 2016, to assess the potential impact on road traffic air pollutant emissions of an HGV restriction at the level crossing. This is at Annex 1.
- 6.5 This assessment methodology uses 'The Emissions Factor Toolkit' published by DEFRA which allows emission rates for a range of pollutants to be calculated for specified years, road types, vehicle speeds and vehicle fleet compositions. A key source of input data for the model has been traffic flow and fleet composition information gathered from a recent video traffic survey commissioned by NYCC and undertaken in October 2015.
- 6.6 The assessment uses standard vehicle classification types which are used for the purposes of recording movements that vehicles make. Heavy Goods Vehicles (vehicles 7.5t and over) fall within two categories of classification. These include Ordinary Goods Vehicles (OGV) Group 1 (2 and 3 axle rigid commercial vehicles) and OGV group 2 (articulated commercial vehicles with 3 or more axles). It should be noted however, that not all OGV1 vehicles used in the assessment fall within the definition of an HGV and some would be under the proposed minimum weight

restriction of 7.5 tonne. (Collectively, OGV1 and OGV2 vehicles are classed as Heavy Commercial Vehicles - HCV's)

6.7 The key conclusions of the assessment are:

- the prohibition of both the OGV1 and OGV2 classes of vehicles from using the crossing would result in significant reductions in emissions of Nitrogen Oxides and other pollutants along the three road links to the crossing (Castlegate; Norton Road and Church Street). It should be noted that this conclusion applies even when an allowance is made for increases in movements of cars that it has been assumed would take up the increased highway capacity created by a HCV restriction.
- Whilst a prohibition applying to just the OGV2 class would also result in reductions in emissions of Nitrogen Oxides and other road traffic pollutants, the reductions in emission would be considerably lower, estimated as almost half as much.
- restrictions on the movements of HCV's would contribute to the improvement of air quality in the Malton AQMA, including the reduction of nitrogen dioxide concentrations
- the assessment supports the implementation of Malton Air Quality Action Plan Measure AP2a - weight restriction

6.8 Clearly, given that the assessment has taken into account all vehicles in the OGV1 group, there is some uncertainty in the assessment over the precise impact of a ban on HGV's included within these classification. However, the principle that a disproportionately high contribution to Nitrogen Oxide emissions made by HGV's in comparison to the rest of the vehicle fleet is clearly demonstrated by the assessment.

6.9 It should also be noted that the Highway Authority can only place restrictions on HGV's (7.5t and over). It is understood that it is not within the power of the Authority to impose a lesser weight restriction (ie one which would cover other heavy commercial vehicles which are not heavy goods vehicles) unless this relates to the protection of a weak structure.

Proposed RDC Response

6.10 The District Council and North Yorkshire County Council have a responsibility to address air quality within the Air Quality Management Area and to implement the Malton Air Quality Action Plan. Air pollution within the AQMA results from vehicular emissions and is compounded by the built form of the towns which hampers the dispersal of pollutants. Against this context, it is imperative that realistic and deliverable schemes which would help to reduce air pollution are brought into effect.

6.11 The District Council recognise that a weight restriction would impact on some local hauliers and businesses. However, it is mindful that alternative routes do exist which would avoid movement through the proposed restricted area and reduce HCV traffic in the wider AQMA. Although the re-routing of vehicles may have some time/cost implications, on balance, it is considered that the need to address air quality must take precedence. The evidence suggests that the proposed HCV restrictions would contribute to a reduction in pollution in the AQMA and that in this respect, greater benefits would be gained if a maximum weight restriction of 7.5 tonne is brought into effect. The District Council strongly favours the introduction of the proposed lower weight restriction in order to maximise the benefit that could be gained.

7.0 IMPLICATIONS

7.1 The following implications have been identified:

- a) Financial
No direct financial implications identified

- b) Legal
No direct legal implications identified

- c) Other (Equalities, Staffing, Planning, Health & Safety, Environmental, Crime & Disorder)
No other implications identified

8.0 NEXT STEPS

8.1 The consultation material states that after the consultation, NYCC officers expect that the matter will be an agenda item at the next Ryedale Area Committee at the end of June 2016.

Gary Housden
Head of Planning and Housing

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Background Papers:

Ryedale Air Quality Action Plan (2012)
Proposed Heavy Commercial Vehicle restriction over Norton Level Crossing - Predicted Impacts on Pollutant Emissions.(RDC February 2012)

Background Papers are available for inspection at:

http://ryedale.gov.uk/attachments/article/196/Malton_Air_Quality_Action_Plan_jan2012.pdf
Ryedale House

Proposed Heavy Commercial Vehicle Restriction over Norton Level Crossing - Predicted Impacts on Pollutant Emissions

1.0 Purpose

The purpose of this report is to present an assessment of the potential impact on road traffic air pollutant emissions resulting from the prohibition of certain Heavy Commercial Vehicles (HCV's) from using Norton level crossing.

2.0 Background

North Yorkshire County Council (NYCC) is considering prohibiting certain HCV's from using Norton level crossing in order to assist in the improvement of air quality in the Malton Air Quality Management Area (AQMA). The AQMA was declared in 2009 because concentrations of nitrogen dioxide (NO₂) were found to exceed the annual mean air quality objective (AQO) at several locations where there is relevant exposure. The restriction or prohibition of HCV movements would accord with the Malton Air Quality Action Plan which identified this as an Action Plan Measure intended to support the reduction of nitrogen dioxide concentrations in the AQMA.

3.0 Assessment Methodology - The Emissions Factors Toolkit (EFT)

- 3.1 The Emissions Factors Toolkit (EFT) is published by Defra and the Devolved Administrations to assist local authorities in carrying out the Review and Assessment of local air quality as part of their duties under the Environmental Act 1995.
- 3.2 The EFT allows users to calculate road vehicle pollutant emission rates for NO_x, PM₁₀, and PM_{2.5} for specified years, road types, vehicle speeds and vehicle fleet compositions.
- 3.3 The EFT is updated regularly and the latest version (version 6.0.2), released in November 2014 was used for this assessment. Further details of the methodology, datasets and assumptions used in the development of the EFT are provided in the *EFT User Guide*, available to view and download at: <<http://laqm.defra.gov.uk/documents/EFT-user-guide-v1.2.pdf>>.
- 3.4 The traffic flow and fleet composition information used as input data for this EFT assessment was provided by the County Council. NYCC commissioned Jacobs, Highways & Transportation Consultants, to carry out a 12 hour (0700h to 1900h) video survey of traffic using the level crossing on 7 October 2015 . The survey allowed all vehicle classes and turning movements over the crossing to be counted. Other data inputs include:

- Road type - (Urban (Not London)), which was selected from a list of seven options). The urban categorisation relates to the Department for Transport definition of an urban area with a population of 10,000 or more; and
 - Speed.
- 3.5 Currently there is a 48 kph (30 mph) speed limit at the level crossing and on all three road links. In practice traffic speeds on the road links will vary widely up to this limit during the day. There are significant periods of time, particularly on Castlegate and Church Street, when congestion results in slow moving, standing or stop/start traffic. These conditions are associated with increased pollutant concentrations in exhaust emissions.
- 3.6 For the purposes of this assessment the EFT was run to generate outputs of traffic pollutant emissions (NO_x, PM₁₀ & PM_{2.5}) in the present year, 2016, for four different values of traffic speed (16, 24, 32 & 48kph). This was a necessary practical simplification of the real life conditions on these roads.
- 3.7 The EFT was then run to generate outputs of emissions using flows and fleet composition input data that excluded OVG1 (2 & 3 axle rigid commercial vehicles) and OVG2 (articulated commercial vehicles with 3 or more axles) classes, thus simulating an enforced/complied with HCV ban applicable to these vehicles. Buses and coaches were not excluded. This was done for the same four traffic speed values (16, 24, 32 & 48kph). The data inputs were also adjusted to account for the increased flow of cars that may arise because of the additional road capacity created by a HCV restriction. This assumed that for each OGV1/OGV2 class vehicle removed an additional 2.3 cars would use the crossing. The figure of 2.3 was provided by Jacobs and is derived from combining passenger car equivalent (PCE) figures of 1.9 for the OGV1 class and 2.9 for the OGV2 class.
- 3.8 Finally, the EFT was run to generate outputs of emissions using flows and fleet composition input data that excluded just OVG2 class HCV's. As above, this was done for the same four traffic speeds. Buses and coaches were again not excluded and the data inputs were adjusted to account for anticipated increased flows of cars based on the OGV2 PCE figure of 2.9.
- 3.9 The vehicle flows and fleet compositions used in the EFT are shown in Table 1. Tables 2 & 3 show the adjusted traffic data used when the EFT was run to calculate emissions for the two HCV restriction scenarios.

Road Link		All Vehicles	Car	LGV	OGV1	OGV2	Bus/Coach	Mtr/cycle
Castlegate (B1248)	Origin	6311	5190	826	133	96	35	31
	Destination	4051	3246	540	132	89	17	27
	TOTAL	10362	8436	1366	265	185	52	58
Church Street (B1248)	Origin	7520	6203	932	169	99	61	56
	Destination	7319	6026	930	152	97	63	51
	TOTAL	14839	12229	1862	321	196	124	107
Norton Road	Origin	1102	915	115	21	1	28	22
	Destination	3563	3036	403	39	10	44	31
	TOTAL	4665	3951	518	60	11	72	53

Table 1: Summary of Norton Level Crossing Traffic Data - 12 hour Count , 7 October 2016

Road Link		All Vehicles	Car	LGV	OGV1	OGV2	Bus/Coach	Mtr/cycle
Castlegate (B1248)	Origin	6772	5880	826	0	0	35	31
	Destination	4175	3591	540	0	0	17	27
	TOTAL	10947	9471	1366	0	0	52	58
Church Street (B1248)	Origin	7846	6797	932	0	0	61	56
	Destination	7665	6621	930	0	0	63	51
	TOTAL	15511	13418	1862	0	0	124	107
Norton Road	Origin	1120	955	115	0	0	28	22
	Destination	3637	3159	403	0	0	44	31
	TOTAL	4757	4114	518	0	0	72	53

Table 2: Adjusted Traffic Data used to Simulate Emissions Impact of OGV1 & OGV2 Prohibition

Road Link		All Vehicles	Car	LGV	OGV1	OGV2	Bus/Coach	Mtr/cycle
Castlegate (B1248)	Origin	6494	5469	826	133	0	35	31
	Destination	4220	3504	540	132	0	17	27
	TOTAL	10714	8973	1366	265	0	52	58
Church Street (B1248)	Origin	7708	6490	932	169	0	61	56
	Destination	7503	6307	930	152	0	63	51
	TOTAL	15211	12797	1862	321	0	124	107
Norton Road	Origin	1104	918	115	21	0	28	22
	Destination	3583	3066	403	39	0	44	31
	TOTAL	4687	3984	518	60	0	72	53

Table 3: Adjusted Traffic Data used to Simulate Emissions Impact of OGV2 Prohibition

4.0 Results

- 4.1 Emissions of NO_x, PM₁₀ and PM_{2.5} from road vehicles computed using the EFT for a range of average vehicle speeds are summarised below in a series of tables, Tables 4 to 7.
- 4.2 Each table shows predicted aggregated pollutant emissions (i.e. emissions from all motor vehicle types) over a 12 hour period (0700h to 1900h) at a particular speed for each of the three road links leading to the level crossing. Emissions are expressed in grams per kilometre (g/km).
- 4.3 The tables show three predicted values for each pollutant on each road link: firstly, the predicted emission based on the traffic flows and composition found by the CCTV traffic survey; secondly the predicted emissions based on adjusted flows and composition that simulate the prohibition of OGV1's & OGV2's (but not coaches and buses) from using the level crossing; and thirdly predicted emissions based on adjusted flows and composition that simulate the prohibition of OGV2's (but not coaches and buses) from using the crossing. The aggregated pollutant emissions predicted to result from the HCV restrictions are also expressed in terms of the percentage reduction relative to the 'no HCV restriction scenario'.

Road Link	Pollutant	Aggregate Emissions 2016 (g/km) (% age Reduction is shown in brackets)		
		No OGV Restriction	OGV1 & OGV2 Prohibition	OGV2 Prohibition
A - Castlegate (B1248)	NOx	8067	6112.2 (24.2)	7230.8 (10.4)
A - Castlegate (B1248)	PM25	271.3	242.4 (10.7)	260.2 (4.1)
A - Castlegate (B1248)	PM10	440.8	398.7 (9.5)	425.1 (3.6)
B - Church Street (B1248)	NOx	11227.6	8994.4 (19.9)	10344.4 (7.9)
B - Church Street (B1248)	PM25	381.5	348.5 (8.7)	369.8 (3.1)
B - Church Street (B1248)	PM10	619.9	571.8 (7.7)	603.2 (2.7)
C - Norton Road	NOx	3275.5	2978.9 (9.1)	3227.1 (1.5)
C - Norton Road	PM25	114.6	110.2 (3.8)	114 (0.5)
C - Norton Road	PM10	186.2	179.8 (3.4)	185.3 (0.5)

Table 4: Comparison of Aggregate Vehicle Emissions in 2016 with and without OGV1/OGV2 and OGV2 Prohibition (Traffic Speed 16 kph)

Road Link	Pollutant	Aggregate Emissions 2016 (g/km) (% age Reduction is shown in brackets)		
		No OGV Restriction	OGV1 & OGV2 Prohibition	OGV2 Prohibition
A - Castlegate (B1248)	NOx	6557.6	5266.8 (19.7)	6046.1 (7.8)
A - Castlegate (B1248)	PM25	257.6	233.9 (9.2)	248.6 (3.5)
A - Castlegate (B1248)	PM10	426.3	389.8 (8.6)	412.9 (3.2)
B - Church Street (B1248)	NOx	9168.4	7688.7 (16.1)	8628 (5.9)
B - Church Street (B1248)	PM25	362.5	335.6 (7.4)	353.1 (2.6)
B - Church Street (B1248)	PM10	599.8	558.2 (6.9)	585.6 (2.4)
C - Norton Road	NOx	2707.6	2506.6 (7.4)	2678.2 (1.1)
C - Norton Road	PM25	109.1	105.6 (3.2)	108.6 (0.5)
C - Norton Road	PM10	180.5	175 (3)	179.7 (0.4)

Table 5: Comparison of Aggregate Vehicle Emissions in 2016 with and without OGV1/OGV2 and OGV2 Prohibition (Traffic Speed 24kph)

Road Link	Pollutant	Aggregate Emissions 2016 (g/km) (% age Reduction is shown in brackets)		
		No OGV Restriction	OGV1 & OGV2 Prohibition	OGV2 Prohibition
A - Castlegate (B1248)	NOx	5549.8	4609.1 (17)	5202.1 (6.3)
A - Castlegate (B1248)	PM25	248.4	227.4 (8.5)	240.5 (3.2)
A - Castlegate (B1248)	PM10	416.7	382.9 (8.1)	404.3 (3)
B - Church Street (B1248)	NOx	7780.2	6698.7 (13.9)	7412.8 (4.7)
B - Church Street (B1248)	PM25	349.8	325.8 (6.9)	341.4 (2.4)
B - Church Street (B1248)	PM10	586.4	547.9 (6.6)	573.3 (2.2)
C - Norton Road	NOx	2314.1	2164.4 (6.5)	2294.3 (0.9)
C - Norton Road	PM25	105.4	102.3 (3)	105 (0.4)
C - Norton Road	PM10	176.5	171.5 (2.8)	175.8 (0.4)

Table 6: Comparison of Aggregate Vehicle Emissions in 2016 with and without OGV1/OGV2 and OGV2 Prohibition (Traffic Speed 32kph)

Road Link	Pollutant	Aggregate Emissions 2016 (g/km) (% age Reduction is shown in brackets)		
		No OGV Restriction	OGV1 & OGV2 Prohibition	OGV2 Prohibition
A - Castlegate (B1248)	NOx	4312	3726.7 (13.6)	4124.2 (4.4)
A - Castlegate (B1248)	PM25	237.8	219.2 (7.8)	230.8 (2.9)
A - Castlegate (B1248)	PM10	405.6	374.3 (7.7)	394.1 (2.8)
B - Church Street (B1248)	NOx	6066.6	5390 (11.2)	5868 (3.3)
B - Church Street (B1248)	PM25	334.9	313.8 (6.3)	327.5 (2.2)
B - Church Street (B1248)	PM10	570.8	535.2 (6.2)	558.7 (2.1)
C - Norton Road	NOx	1821.3	1724.5 (5.3)	1810.8 (0.6)
C - Norton Road	PM25	101	98.3 (2.7)	100.6 (0.4)
C - Norton Road	PM10	171.9	167.3 (2.7)	171.3 (0.4)

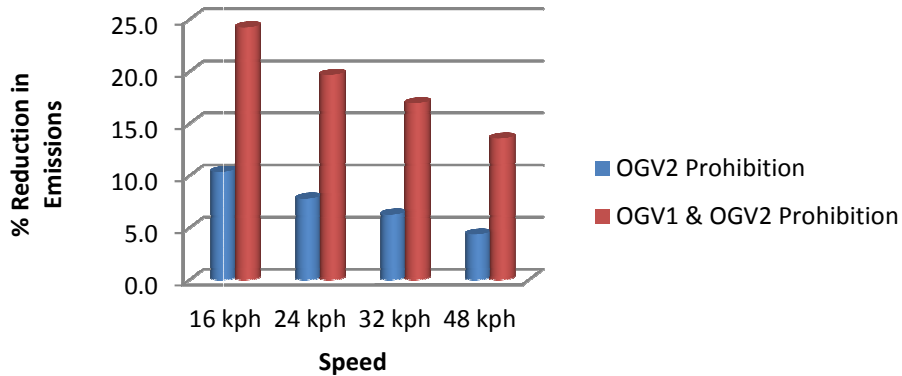
Table 7: Comparison of Aggregate Vehicle Emissions in 2016 with and without OGV1/OGV2 and OGV2 Prohibition (Traffic Speed 48 kph)

5.0 Observations

- 5.1 The results in Tables 4 to 7 show that pollutant emissions increase as traffic speed decreases (irrespective of whether HCV restrictions are in place).
- 5.2 The results clearly indicate that the HCV restrictions would result in net decreases in emissions of NO_x and the other vehicle pollutants (PM_{2.5} & PM₁₀) on all three road links to the level crossing. This is true across the full range of traffic speeds considered. The results also take into account increases in the number of cars that it has been assumed would take advantage of the extra capacity created by a HCV restriction.
- 5.3 The magnitudes of predicted emissions reductions that would arise from the HCV restriction vary in relation to traffic speed, so that as speeds go down increasing quantities of pollutants would be removed on each of the road links by the restriction.
- 5.4 This clearly indicates that restricting HCV's would reduce emissions of NO_x, and the other vehicle pollutants, at all times. Furthermore, these results suggest that during peak periods, which are associated with slow speeds and stop start driving, the reduction in emissions would be greatest.
- 5.5 Whilst this does show that the HCV restrictions would have the biggest beneficial impact in relation to low traffic speeds and the stop start driving associated with congestion, it is important to recognise that congestion and slow moving traffic still results in increasing emissions from the remaining parts of the vehicle fleet.
- 5.6 The relationship between traffic speed and emissions also suggests that whilst increasing congestion may in some circumstances deter drivers from using particular roads at certain times, thereby reducing vehicle numbers (traffic flow), it may at the same time increase pollutant emissions from the remaining vehicles. This means that the impact on traffic emissions of increasing congestion, by design, in pollution hotspots in order to persuade more drivers to use alternative routes could have an adverse impact on air quality. The likely impacts of such proposals do therefore need to be carefully assessed.
- 5.7 The results provide a strong indication that prohibiting both OGV1 and OGV2 classes would give rise to significantly greater reductions in pollutant emissions than a prohibition limited to the OGV2 class. The difference in predicted reductions vary for each pollutant and according to traffic speed. In respect of NO_x, the predicted reduction with prohibition of OGV1 and OGV2 classes is more than double that for an OGV2 class prohibition. This applies at all the values of traffic speed considered in this assessment.
- 5.8 The relationship between pollution reduction and traffic speed, and a comparison of the impact of an OGV1 and OGV2 class prohibition against a prohibition solely of the OGV2 class, is illustrated by the chart in Figure 1.

The chart shows predicted percentage reductions in total NO_x emissions on the Castlegate road link for the two HCV restriction options for each of the four traffic speeds considered in the assessment.

Figure 1: Impact Comparison of HCV Restriction Options -NO_x Emissions Castlegate



5.9 The disproportionately high contribution to NO_x emissions made by HCV's in relation to the rest of the vehicle fleet (based on the EFT results in this assessment) is shown by the charts in Figures 2 to 5. For this purpose the fleet has been divided into just two components: Light Duty Vehicles (LDV's) (comprising all cars, light goods vehicles and motor cycles) and Heavy Duty Vehicles (HDV's) (comprising rigid HCV's, articulated HCV's, buses and coaches). This series of charts also illustrates the increasing proportion of total traffic NO_x emissions attributable to HDV's as traffic speed decreases.

Figure 2: Comparison of LDV and HDV NO_x Emissions by Fleet Composition at 16kph

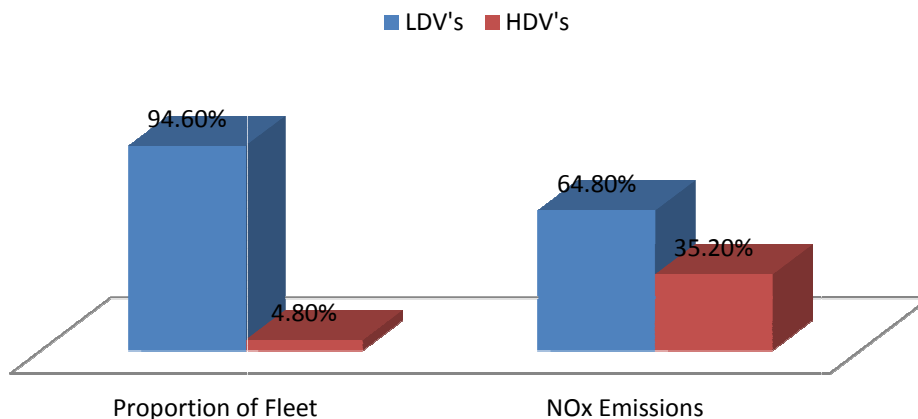


Figure 3: Comparison of LDV and HDV NOx Emissions by Fleet Composition at 24 kph

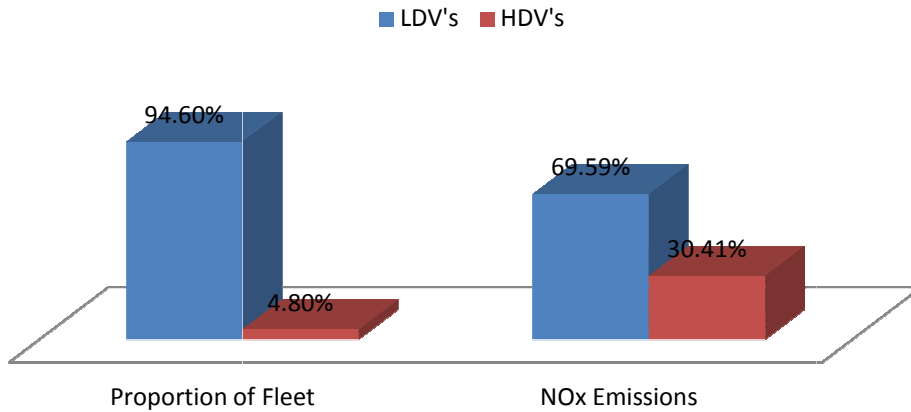


Figure 4: Comparison of LDV and HDV NOx Emissions by Fleet Composition at 32 kph

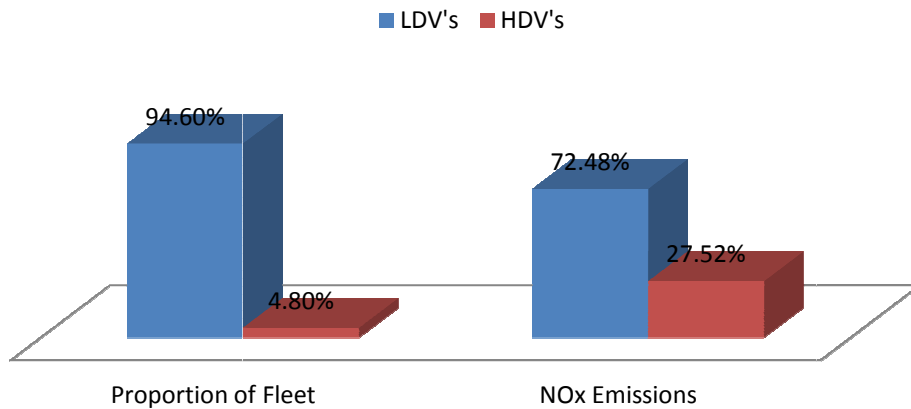
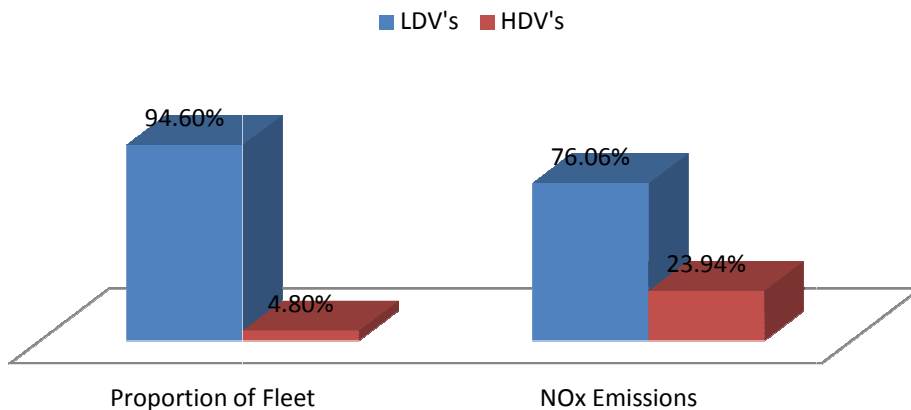


Figure 5: Comparison of LDV and HDV NOx Emissions by Fleet Composition at 48 kph



- 5.10 To further illustrate these results the ratios of HDV:LDV NO_x emissions at the four speeds applied to the EFT in this assessment have been calculated from the emissions outputs for the Castlegate road link and are shown below in Table 8.

Vehicle Speed (kph)	HDV:LDV NO _x Emissions Ratio
16	10.7:1
24	8.6:1
32	7.5:1
48	6.2:1

Table 8: Relationship between HDV:LDV NO_x Emissions and Vehicle Speed

- 5.11 The Table shows relative NO_x emissions from HD and LD vehicles averaged across the entire fleet. Emissions from vehicles (both from LDV's and HDV's) will of course cover a wide range according to the vehicle model and engine size & type (diesel or petrol) and age (Euro type approval class). The EFT incorporates assumptions on the Euro Class distribution of vehicles within the fleet.

6.0 Conclusions

- 6.1 The results of this assessment suggest that prohibiting the OGV1 and OGV2 classes of HCV's from using the Norton level crossing would result in significant reductions in emissions of NO_x and other road traffic pollutants along the three road links to the crossing. These roads include Castlegate (B1248), which runs north from the crossing to Butcher Corner in the centre of Malton, through part of the Malton AQMA. This applies even when allowance is made for increases in movements of cars that it has been assumed would take up the increased highway capacity created by a HCV restriction.
- 6.2 The assessment indicates that whilst a prohibition applying to just the OGV2 class would also result in reductions in emissions of NO_x and the other road traffic pollutants, the reductions in emissions would be considerably lower, probably less than half as much.
- 6.3 It follows from this that the restrictions on the movement of HCV's considered by this assessment would contribute to the improvement of air quality in the Malton AQMA, including the reduction of NO₂ concentrations. This would contribute to the achievement of compliance with the NO₂ annual mean national air quality objective, which is currently breached at certain relevant exposure locations in the AQMA.
- 6.4 This assessment supports the implementation of Malton Air Quality Action Plan Measure AP2a - HCV restriction, through the prohibition of OGV1 and OGV2 class vehicles from using the Norton Level crossing.

Karen Hood

From: John Wright
Sent: 08 April 2016 10:26
To: Karen Hood
Subject: FW: Planning Application 15/01156/OUT for Planning Committee 12th April
Attachments: Scanned Index Map Search.PDF; Scanned Title of Miss Greetham.PDF; Scanned Title Plan of Miss Greetham.PDF

Karen

As discussed this should give clarification of the ownership of the trees on the west side of Manor Vale
If you require any further information please do not hesitate to contact me my mobile is 07860 600555

Thank you

John

From: John Wright
Sent: 07 April 2016 23:57
To: John Wright
Subject: FW: Planning Application 15/01156/OUT for Planning Committee 12th April

Could this e-mail please be brought to the attention of the Council officers who prepared the Agenda Reports Pack for the Planning Meeting next week?

I see that at the top of page 92 of the Agenda Reports Pack there is evident uncertainty about the ownership of some land in connection with this planning application. The Planning Officer was hoping to have clarification about that uncertainty in time for the Planning Committee meeting. I am writing as I am able to help and offer the clarification required.

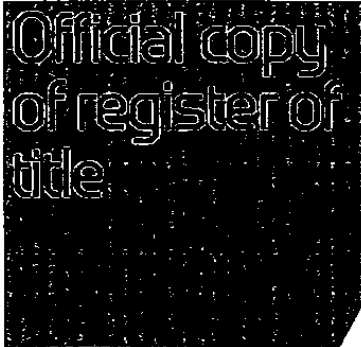
Some years ago the band acquired a piece of land to the west of the bandroom. The land that the band acquired extended from the foot of the western cliff face in Manor Vale to the residential boundary approximately one metre beyond the top of the former quarry cliff edge. We had acquired that land from the Trustees of the Ravenswick Estate. Seeing your difficulty here, and presuming that I knew the answer that the Planning Committee was seeking, one of my band officers made enquiries that I believe will give Councillors the answers that were not available when the Agenda Reports Pack was finalised.

Set out below, and in the enclosures, is confirmation from the Estate solicitor Douglas Oliver, that Miss Greetham's land does not extend beyond the foot of the cliff face. The land beyond the base of the cliff is owned by the Ravenswick Estate Trustees.

John Wright
Kirkbymoorside Town Brass Band Trustee and Chairman

The electronic official copy of the register follows this message.

Please note that this is the only official copy we will issue. We will not issue a paper official copy.



Title number NYK336050

Edition date 19.04.2013

- This official copy shows the entries on the register of title on 11 NOV 2014 at 09:40:39.
- This date must be quoted as the "search from date" in any official search application based on this copy.
- The date at the beginning of an entry is the date on which the entry was made in the register.
- Issued on 11 Nov 2014.
- Under s.67 of the Land Registration Act 2002, this copy is admissible in evidence to the same extent as the original.
- This title is dealt with by Land Registry, Durham Office.

A: Property Register

This register describes the land and estate comprised in the title.

NORTH YORKSHIRE : RYEDALE

- 1 (20.04.2007) The Freehold land shown edged with red on the plan of the above title filed at the Registry and being North Yorkshire Highways Depot, Manor Vale Lane, Kirkbymoorside, York (YO62 6EG).
- 2 (20.04.2007) The Conveyance of the land tinted pink of the title plan dated 19 April 1951 referred to in the Charges Register contains a provision as to boundary structures.

B: Proprietorship Register

This register specifies the class of title and identifies the owner. It contains any entries that affect the right of disposal.

Title absolute

- 1 (19.04.2013) PROPRIETOR: VICTORIA SAMANTHA GREETHAM of Victoria Cottage, Beestonley Lane, Stainland, Halifax HX4 9PS.
- 2 (19.04.2013) The price stated to have been paid on 26 March 2013 was £145,000.
- 3 (19.04.2013) RESTRICTION: No disposition of the registered estate other than a charge by the proprietor of the registered estate or by the proprietor of any registered charge is to be registered without a written consent signed by North Yorkshire County Council of County Hall Northallerton North Yorkshire DL7 8AD or by its Head of Legal and Democratic Services.

C: Charges Register

This register contains any charges and other matters that affect the land.

- 1 (20.04.2007) The land tinted blue on the title plan and other land is subject to the following rights reserved by a Conveyance dated 30 November 1916 made between (1) John Todd (Vendor) and (2) Harrison Holt (Purchaser):-

Title number NYK336050

C: Charges Register continued

"Excepting nevertheless and reserving out of the assurance thereby made to the Vendor his successors in title and assigns and the owner and owners or occupier or occupiers of the premises known as High Park Farm and the remainder of Manor Farm a right of way for all purposes as then existing through over and along the pieces of land or fields nos 514a, 515, 676, and 696a on the plan thereon as shewn by the black dotted lines and also excepting and reserving to the Vendor and those authorised by him a right to enter and fell and remove timber then standing in the Manor Vale aforesaid without being liable for any damage caused by such felling and removal"

NOTE: The black dotted lines referred to above do not affect the land in this title.

- 2 (20.04.2007) The land tinted pink on the title plan is subject to the rights reserved by a Conveyance dated 19 April 1951 made between (1) Vernon Harrison Holt (Donor) and (2) The County Council Of The Administrative County of The North Riding of Yorkshire (The Council).

NOTE:-Copy filed.

- 3 (24.04.2008) The land tinted yellow on the title plan is subject to such rights of way as subsist over it.

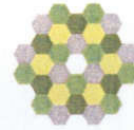
- 4 (19.04.2013) A Transfer of the land in this title dated 26 March 2013 made between (1) North Yorkshire County Council and (2) Victoria Samantha Greetham contains restrictive covenants.

NOTE: Copy filed.

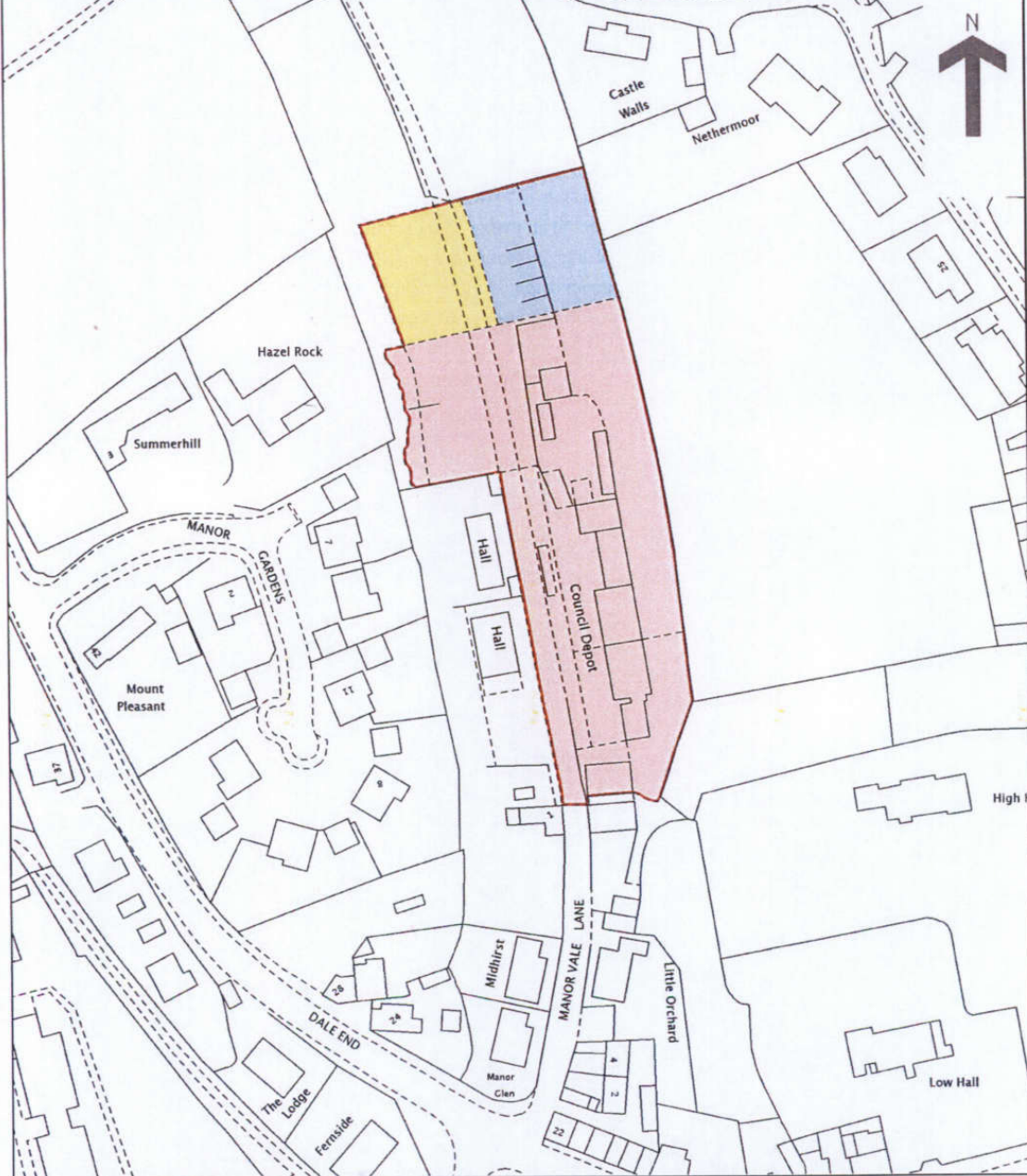
End of register

Land Registry
Official copy of
title plan

Title number **NYK336050**
Ordnance Survey map reference **SE6986NW**
Scale **1:1250 enlarged from 1:2500**
Administrative area **North Yorkshire : Ryedale**



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This official copy is incomplete without the preceding notes page.

The electronic official certificate of result in respect of your search of the index map follows this message.

Please note that this electronic version is the only certificate of result we will issue. No postal certificate of result will be sent.

Land Registry

SIMR

Land Registration Rules 2003

Certificate Date: 20 Oct 2014
Certificate Time: 00:00:01
Certificate Ref: 138/D83TKLB

Property	Only the land within the red broken line(s) on the attached Land Registry index map plan has been searched against. The land is described in form SIM as LAND AT,, KIRKBYMOORSIDE, NORTH YORKSHIRE.
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The index map does not define the extent of the land in any registered title. This reflects the fact that the boundary of a registered estate as shown for the purposes of the register is a general boundary, unless shown as determined under section 60 of the Land Registration Act 2002. For information about general boundaries please see Public Guide 19 - Title plans and boundaries (www.landregistry.gov.uk). You might also wish to refer to the individual register and title plan of any adjoining titles for details of the surrounding registered estates and their general boundaries and/or determined boundaries.

Result

The index map has been searched in respect of the Property with the following result:

Plan reference	Title No.	Registered Estate or Caution	Notes
Tinted Pink	NYK156371	Freehold	
Tinted Blue	NYK315784	Freehold	
Tinted Yellow	NYK336050	Freehold	

Part of the Property is unregistered.

The plan lodged with your application has been accepted only in respect of this SIM application, as the plan is not based on the current Ordnance Survey map detail and the edging lacks the required amount of precision.

Since we were unable to clearly identify the Property you applied to search, the certificate has been completed in respect of the land within the red broken line(s) on the accompanying Land Registry index

Continued on Page 2

Your Reference: dro.144311	Key Number: 6567773	For any enquiries concerning this certificate, please contact:
ROLLITS LLP DX61534 YORK		Customer Support: email customersupport@landregistry.gsi.gov.uk telephone 0844 892 1111 (lines open Monday to Friday 8am until 6pm)
A £4.00 fee will be debited to the account quoted.		

Official certificate of the result of
search of the index map

Land Registry

SIMR

Land Registration Rules 2003

Certificate Date: 20 Oct 2014
Certificate Time: 00:00:01
Certificate Ref: 138/D83TKLB

map plan. You must satisfy yourself that this is the area of land your search related to.

Please note that we may need to raise a requisition if you use a defective plan on a subsequent application for registration.

No other registered estate, caution against first registration, application for first registration or application for a caution against first registration is shown on the index map in relation to the Property.

The attached Land Registry index map plan has been prepared for the sole purpose of showing the area in respect of which an official search has been made. The information has been taken from the index map and is illustrative only.

++++The following message is for information only and does NOT form part of the result of the search++++ Business e-services users can search an online Index Map, establish whether a property is registered and obtain title numbers for free with MapSearch accessible through the Land Registry portal: Information Services>MapSearch www.landregistry.gov.uk/mapsearch

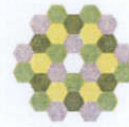
For further information about:

SIMs - see Practice Guide 10 - Official searches of the Index Map.
How to obtain official copies - see Practice Guide 11 - Inspection and applications for official copies.
Plan requirements for registration - see Practice Guide 40 - Land Registry plans - (www.landregistry.gov.uk).
Ordnance Survey map products - (www.ordnancesurvey.co.uk).

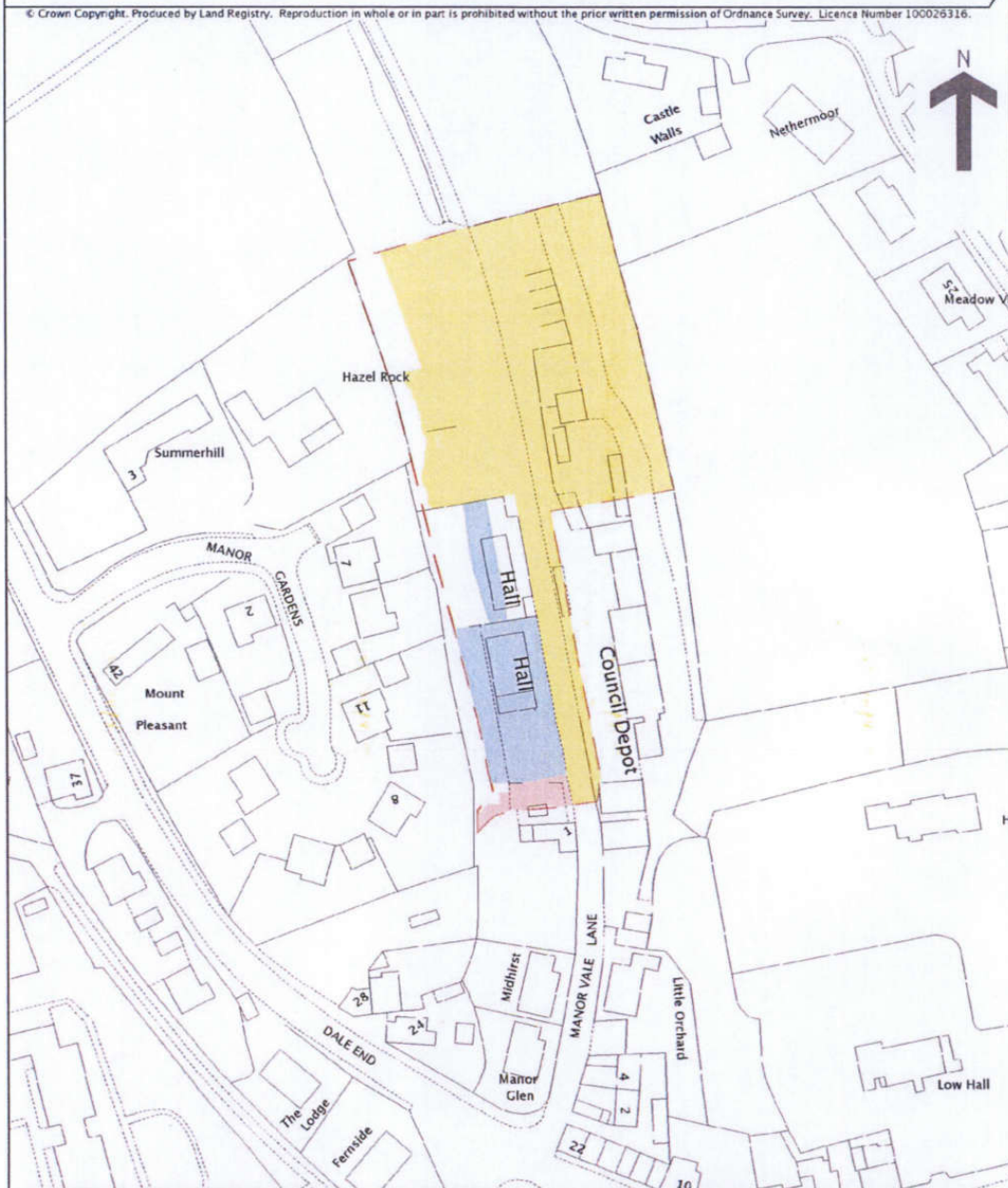
END OF RESULT

Land Registry
Index map plan

Title number **not applicable**
Ordnance Survey map reference **SE6986NW**
Scale **1:1250**



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Plan prepared on 20/10/2014 at 00:00:01.

This Plan should be read in conjunction with result D83TKLB.

This plan shows the general position, not the exact line, of the boundaries. It may be subject to distortions in scale. Measurements scaled from this plan may not match measurements between the same points on the ground. See Land Registry Public Guide 19 - Title Plans and Boundaries.

BY EMAIL

Members of the Planning Committee
Gary Housden
Head of Planning
Ryedale District Council
Ryedale House
Malton
YO17 7HH

Dear Sirs/Madam

Planning Application number 16/00059/FUL, 85 West End Kirkbymoorside YO62 6AD

I am writing to clarify concerns raised in an objection to the above planning application

I have longstanding ties with the Ryedale area and have bought the property with a view to this becoming my main home in due course. In the meantime I will use the properties as a holiday home for myself and family members, but also wish to recoup some of the investment I have made in the property and local area by offering high quality holiday cottage lets. This complements the Ryedale plan which seeks to promote tourism in the Ryedale area.

In respect of the matters raised in objections:

1. *'The plan adds a dwelling within the conservation area. As far as we can ascertain from long-standing residents the building to the rear of the plot was previously a pig-shed.'*

Mr Kay has been wrongly informed. Until I bought the property, it was in the continuous ownership for the past 90 years of the parents and grandparents of Mrs Margaret Carter who lives at number 83 West End- indeed she was born and lived in number 85 for much of her early life. She recounts that the annexe to the main cottage has never been used to house pigs in her living memory - over 60 years. It has its own front door, stairs to first floor living accommodation, including a fireplace, and a Yorkshire cast iron range in the kitchen. This will be retained as it is clearly an important original feature as the heating and cooking source for the dwelling. There was an ash w/c in the outbuildings in the garden. This part of the building was clearly therefore always a separate dwelling to the main cottage. Mrs Carter recounts that it originally was used as a vagrants lodging house.

2. *'There is no off street parking available and the developments will lead to up to three cars being parked in what is already a busy area'*

As detailed in the application, I will provide weekly permits for those renting the cottages in the town car park which is only 350 yards from the cottage. I note the highways consultation has not raised an objection in respect of parking or road access. Incidentally whilst the renovation has been ongoing we have been able to park two vehicles and have a skip and building materials on the road with no problems at all. No more cars will be using the property than if it was refurbished to one three bedroom dwelling (which would not have required planning consent.)

3. *'People behave differently when on holiday and we are concerned about noise levels, especially late at night in the summer when it is likely that outdoor parties or barbecues, possibly with music will take place.'*

Between the house and Mr Kay's property is a 6 foot brick wall to my boundary and an 8 feet wall to Mr Kay's boundary, plus Mr Kay's outhouses and a 5 foot wide public alleyway. There is nothing to evidence that short holiday lets will be any more noisy than a family living in the house long-term. The holiday lets will be of high quality and managed by a professional letting agent. The maximum occupancy of both properties together will be six people.

4. The plans show two new windows which overlook our back garden, which is currently private. With regard to the Velux window in the existing cottage we cannot tell from the plans whether or not there would be a line of sight from the top of the stairs through the Velux to our patio. The plan for the new dwelling shows a window in the rear wall which is currently solid stone. This window will overlook the majority of our garden.

The plan shows that the Velux window in the main cottage is above door height. It will not overlook Mr Kay's garden due to its height and roof angle; in addition the annexe property and Mr Kay's boundary outbuilding is between the window and his garden. In respect of the window in the gable end, similarly Mr Kay's outbuilding on his boundary, which is at least 9 feet tall extends beyond the end of the annexe building, therefore only the very end of his garden will be visible. The gable end window has been reduced to the smallest possible size allowed by building regulations and offset as requested by the conservation and planning officers.

This application brings back into use a currently damp and derelict dwelling, conserves key features including the Yorkshire Range and Yorkshire sliders and is in line with the Ryedale plan. I am sure this is worthy of the Committee's support.

I will attend the planning committee on 12 April 2016 when I understand this application will be discussed.

Yours faithfully

Fiona Mackirdy
Applicant