



PLANNING COMMITTEE

Tuesday 2 August 2016 at 6.00 pm

Council Chamber, Ryedale House, Malton

Agenda

13 **Late Observations**

(Pages 2 - 11)

Agenda Item 13

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/2016/2017

29 July 2016

Dear Councillor

Meeting of the Planning Committee - 2 August 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', written in a cursive style.

Mrs Karen Hood
Managing Development Team Leader

Enc

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



**LOCAL HIGHWAY AUTHORITY
CONSIDERATIONS and RECOMMENDATION**

Application No: **16/00354/MOUT**

Proposed Development: Residential development of 16no. dwellings with associated access (site area 0.69ha)

Location: Land At Rear Of 56 Low Moorgate Rillington Malton North Yorkshire

Applicant: Mr John Cook & Mr Matthew Wrigley

CH Ref: N/A **Case Officer:** Stephen Boyne
Area Ref: 3/106/238A **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: 27 July 2016

FAO: Alan Hunter **Copies to:** James Kennedy

Re. Revised plans as notified by letter from Ryedale DC dated 8 July 2016.

Access from the existing public highway has been determined under Planning Application Ref. 13/00652/MOUT. The current application for consideration is for residential development being served by an extension of the approved estate road, although the application site includes all of it outlined in red.

No highway authority objections are raised and it recommends that the following **Conditions** are attached to any permission granted:

Continued

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| Signed: <p style="text-align: center;">Stephen Boyne</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 |
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**LOCAL HIGHWAY AUTHORITY
CONSIDERATIONS and RECOMMENDATION**



Continuation sheet:

Application No:

16/00354/MOUT

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
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1. (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.

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.

Continued

**LOCAL HIGHWAY AUTHORITY
CONSIDERATIONS and RECOMMENDATION**



Continuation sheet:

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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.

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 (revised)

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 43 metres measured in each direction along the adjacent channel line of the major road Low Moorgate 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.

Continued

**LOCAL HIGHWAY AUTHORITY
CONSIDERATIONS and RECOMMENDATION**



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6. 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.

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

7. 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 AP180:102 Rev. C. 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.

8. 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.

9. 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.

Continued

**LOCAL HIGHWAY AUTHORITY
CONSIDERATIONS and RECOMMENDATION**



Continuation sheet:

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10. HC-21 HIGHWAY CONDITION SURVEY (revised)

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 (Low Moorgate - from the junction with the A64 up to and including the proposed site entrance) has been carried out, together with a schedule of monitoring inspections and carrying-out of identified repairs during the construction period as covered by the overall programme of completing the development works 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

11. 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.

12. HC-28 CONSTRUCTION MANAGEMENT PLAN (revised)

No development for any phase of the development shall take place until a Construction Method Statement for that phase has been submitted to, and approved in writing by, the Local Planning Authority in consultation with the Local Highway Authority. The approved Statement shall be adhered to throughout the construction period for the phase. The statement shall provide for the following in respect of the phase:

- a. the parking of vehicles of site operatives and visitors
- b. loading and unloading of plant and materials
- c. storage of plant and materials used in constructing the development
- d. erection and maintenance of security hoarding including decorative displays and facilities for public viewing where appropriate
- e. wheel washing facilities
- f. measures to control the emission of dust and dirt during construction
- g. a scheme for recycling/disposing of waste resulting from demolition and construction works
- h. a limiting schedule of timing and frequency for arrival and departure of all construction delivery traffic during an agreed working week.

Continued

**LOCAL HIGHWAY AUTHORITY
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12. (Continued)

REASON

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



Please Ask For: Colin Huby
Phone ext: 354
Email: colin.huby@ryedale.gov.uk
Date: 29 July 2016

Alan Hunter
Development Management

Dear Alan,

Residential development of 18 no. dwellings with associated access (site area 0.69ha) on land at rear of 56 Low Moorgate, Rillington, Malton - 16/00354/MOUT

In response to your consultation on the above application I would make the following points:

- This site is one that the Council would want to see deliver the required amount of affordable housing in order to address the District's housing need in line with the Council's housing aims.
- The Council's 2015 Strategic Housing Market Assessment indicates that Ryedale will be required to provide for a net annual affordable housing need of approximately 98 dwellings per annum over the period 2014 to 2035 (based on a 30% affordability threshold) in order to both clear the existing waiting list backlog and meet future arising household need.
- The SHMA's assessment of affordable housing needs also indicates that, in delivering affordable units, a HMA wide mix target of 20% intermediate and 80% rented product homes would be appropriate.
- In terms of size mix, the Council's SHMA concludes that the mix of affordable homes should be as follows; 25-30% x 1beds, 40-45% x 2beds, 20-25% x 3beds and 5-10% x 4+beds.
- The proposed scheme with a revised layout is now for 18 units which would mean the affordable element being 6.3 units to meet the Council's affordable policy of 35%. After discussions with the agent, Housing Services are happy to accept 5 affordable units on site (as revised plan AP 180:102B) and a commuted sum of 1.3 units. The 5 affordable units to be made up of 3 x 1bed houses (60.4sqm gifa) and 2 x 2bed houses (80.8sqm gifa), with the sizes staying the same as the original units on the first plan therefore larger than the Council's minimum requirement for the 1bed units.
- The altered calculation of the commuted sum for the 1.3 units not on site to a new total of £39,182 is acceptable to Housing Services. This is based on a 1bed property sold at Old Malton (no 1bed properties sold in Rillington so nearest is OM) for £84,500. The transfer price of £52,000 is based on the Council's new minimum gifa of 58sqm for a 1bed property and as the majority of affordable units on this phase are 1bed properties this transfer price has been used. It was agreed with the agent that the 1bed houses to be provided on site would be 60.4sqm (larger than min area) therefore the transfer value would be 60.4 x £900 = £54,360 to reflect the increased build cost for the additional floorspace. Thus the calculation is £84,500 - £54,360 = £30,140 as the commuted sum value for one property. The commuted sum amount is therefore made up of 1 unit at £30,140 plus the 0.3 of £9,042 which gives a total of **£39,182**



- Housing Services has agreed with the agent that the preferred tenure of the affordable element to be 3 x 1 bed houses to be rented with the 2 x 2 bed houses being intermediate dwellings.
- Housing Services would also expect the two intermediate 2bed houses to have the same standard specification as the other market homes.
- There is no longer funding from the Homes and Communities Agency to support the development of rented housing in the district. In these circumstances, this scheme is an opportunity to deliver much needed affordable housing over the next few years in a popular community.

Yours sincerely

Kim Robertshaw
Housing Services Manager