



## **PLANNING COMMITTEE**

Tuesday 16 February 2016 at 6.00 pm

Council Chamber, Ryedale House, Malton

### **Agenda**

- 1 **Apologies for absence**
- 2 **Minutes of meeting held on 19 January 2016** (Pages 3 - 8)
- 3 **Urgent Business**  
To receive notice of any urgent business which the Chairman considers should be dealt with at the meeting as a matter of urgency by virtue of Section 100B(4)(b) of the Local Government Act 1972.
- 4 **Declarations of Interest**  
Members to indicate whether they will be declaring any interests under the Code of Conduct.  
  
Members making a declaration of interest at a meeting of a Committee or Council are required to disclose the existence and nature of that interest. This requirement is not discharged by merely declaring a personal interest without further explanation.
- 5 **Schedule of items to be determined by Committee** (Pages 9 - 10)
- 6 **15/01109/MFUL - Land West of Kirby Mills Road, Kirby Mills, Kirkbymoorside**  
(Pages 11 - 20)
- 7 **15/01180/MFUL - Pickering Trout Lake, Undercliffe, Pickering** (Pages 21 - 77)
- 8 **14/01259/MFUL - Land to Rear of Firthland Road, Pickering** (Pages 78 - 147)

- 9 **15/01290/MFUL - Land At Ordmerstones Lane, Thornton-Le-Dale** (Pages 148 - 165)
- 10 **15/01323/MFUL - Land East Of High Street, Slingsby, Malton** (Pages 166 - 190)
- 11 **15/01502/MFUL - Spaniel Farm, Main Road, Weaverthorpe** (Pages 191 - 197)
- 12 **15/01236/FUL - Land At Cherry Farm Close, Malton** (Pages 198 - 225)
- 13 **15/01339/FUL - Land West of Pasture Lane, Hovingham** (Pages 226 - 250)
- 14 **15/01384/FUL - Land East Of Sheriff Hutton Industrial Estate, Sheriff Hutton**  
(Pages 251 - 299)
- 15 **15/00048/ENF215 - Land Adj to Dhekelia, Moor Lane, Broughton** (Pages 300 - 303)
- 16 **Any other business that the Chairman decides is urgent.**
- 17 **List of Applications determined under delegated Powers.** (Pages 304 - 310)
- 18 **Update on Appeal Decisions** (Pages 311 - 322)



## Planning Committee

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Held at Council Chamber, Ryedale House, Malton  
Tuesday 19 January 2016

### Present

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Councillors Burr MBE, Cleary, Farnell, Frank (Vice-Chairman), Goodrick, Hope, Maud, Shields, Thornton and Windress (Chairman)

Substitutes:

### In Attendance

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Tim Goodall, Jo Holmes, Gary Housden, Ellis Mortimer, Jill Thompson and Anthony Winship

### Minutes

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141 **Apologies for absence**

There were no apologies.

142 **Minutes of meeting held on 22 December 2015**

**Decision**

That the minutes of the Planning Committee held on 22 December 2015 be approved and signed as a correct record.

[For 9                      Against 0                      Abstain 0]

143 **Urgent Business**

There was no urgent business.

144 **Declarations of Interest**

<b>Councillor</b>	<b>Application</b>
Hope	11
Farnell	11
Cleary	11
Frank	11
Goodrick	11
Burr	11
Maud	11



**Decision**

The Planning Committee agreed this Council's response to the consultation as outlined in the response sections of the Officer report subject to modifications agreed by Members .

[For 8                      Against 0                      Abstain 1]

**147      Schedule of items to be determined by Committee**

The Head of Planning & Housing submitted a list (previously circulated) of the applications for planning permission with recommendations thereon.

**148      15/01180/MFUL - Pickering Trout Lake, Undercliffe, Pickering**

15/01180/MFUL - Infilling 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.

**Decision**

**SITE VISIT**

[For 10                      Against 0                      Abstain 0]

In accordance with the Members Code of Conduct Councillor Thornton declared a personal non pecuniary but not prejudicial interest.

**149      14/00625/FUL - Wellington House, 63 Wood Street, Norton**

**14/00625/FUL** - Change of use of existing residential care home (Use Class C2) to a 15no. bedroom house of multiple occupation (HMO) (retrospective)

**Decision**

**PERMISSION GRANTED** - Subject to conditions as recommended.

[For 9                      Against 0                      Abstain 1]

**150      15/01079/FUL - Fosters Scrapyard, Moorfields Lane, Wombledon**

**15/01079/FUL** - Change of use of land and erection of 9no. 2 bedroom holiday lodges and construction of pond together with formation of associated vehicular access and parking.

<b>Decision</b>		
<b>PERMISSION GRANTED</b> - Subject to conditions as recommended.		
[For 10	Against 0	Abstain]

151 **15/01117/FUL - Howsham Mill, Howsham Hall Road, Howsham**

**15/01117/FUL** - Extension of approved uses to include hire of building for corporate meetings and training courses in addition to existing use as educational resource centre with bunking facility.

<b>Decision</b>		
<b>PERMISSION GRANTED</b> - Subject to conditions as recommended.		
[For 10	Against 0	Abstain 0]

In accordance with the Members Code of Conduct Councillors Hope, Farnell, Cleary, Frank, Goodrick, Burr, Maud, Thornton and Windress declared a personal non pecuniary but not prejudicial interest.

152 **15/01163/FUL - Ravenswick, Swineherd Lane, Kirkbymoorside**

**15/01163/FUL** - Demolition of Ravenswick Hall together with adjacent lodge and majority of associated outbuildings and former agricultural buildings and erection of a replacement 10 no.bedroom country house and associated buildings, inc. leisure building, service building, detached quadruple garage, gatehouse, pool house, outdoor swimming pool, garden store, tennis court, landscaped gardens with temple and grotto, 2no.belvederes (parkland structures) and 2 no.linked pools and erection of 1 no. four bedroom staff dwelling with attached double garage and 3 no. three bedroom staff dwellings with attached single garages.

<b>Decision</b>		
<b>PERMISSION GRANTED</b> - Subject to conditions as recommended.		
[For 10	Against 0	Abstain 0]

153 **15/01250/FUL - Nunnington Hall, The Avenue, Nunnington**





## APPLICATIONS TO BE DETERMINED BY RYEDALE DISTRICT COUNCIL

### PLANNING COMMITTEE - 16/02/16

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6

**Application No:** 15/01109/MFUL

**Application Site:** Land West Of Kirby Mills Road Kirkby Mills Kirkbymoorside

**Proposal:** Erection of factory building with associated offices and staff facilities together with car parking and section of access road.

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7

**Application No:** 15/01180/MFUL

**Application Site:** Pickering Trout Lake Undercliffe Pickering North Yorkshire YO18 8JH

**Proposal:** Infilling 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

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8

**Application No:** 14/01259/MFUL

**Application Site:** Land To Rear Of Firthland Road Pickering North Yorkshire

**Proposal:** Erection of 12 no. four bedroom dwellings, 27 no. three bedroom dwellings, and 13 no. two bedroom dwellings with associated garaging, parking, amenity areas, public open space, landscaping and formation of vehicular accesses and site roads

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9

**Application No:** 15/01290/MFUL

**Application Site:** Land At Ordmerstones Lane Thornton-Le-Dale Pickering North Yorkshire

**Proposal:** Change of use of agricultural land to a holiday campsite to include siting of 6no. timber shepherd huts for self contained holiday accommodation, ancillary timber reception building and timber utility laundry building, formation of wildlife pond, alteration to existing vehicular site access and onsite access tracks

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## APPLICATIONS TO BE DETERMINED BY RYEDALE DISTRICT COUNCIL

### PLANNING COMMITTEE - 16/02/16

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10

**Application No:** 15/01323/MFUL

**Application Site:** Land East Of High Street Slingsby Malton

**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 onto High Street

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11

**Application No:** 15/01502/MFUL

**Application Site:** Spaniel Farm Main Road Weaverthorpe Malton North Yorkshire YO17 8HE

**Proposal:** Erection of a general purpose agricultural storage building

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12

**Application No:** 15/01236/FUL

**Application Site:** Land At Cherry Farm Close Malton North Yorkshire

**Proposal:** Erection of two buildings to form 8no. units for B2 use together with formation of associated parking spaces.

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13

**Application No:** 15/01339/FUL

**Application Site:** Land West Of Pasture Lane Hovingham

**Proposal:** Erection of 1no. 3 bedroom dwelling, 1no. 4 bedroom dwelling and conversion of existing studio building to form 1 no. 2 bedroom dwelling and detached garage together with formation of access road and associated parking.

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14

**Application No:** 15/01384/FUL

**Application Site:** Land East Of Sheriff Hutton Industrial Estate Sheriff Hutton

**Proposal:** Change of use of agricultural land to form a holiday park to include the erection of 10no. holiday lodges, biomass heating store and refuse store together with formation of associated gravel track, car parking spaces and vehicular access.

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## RYEDALE DISTRICT COUNCIL PLANNING COMMITTEE

### SCHEDULE OF ITEMS TO BE DETERMINED BY THE COMMITTEE

PLANS WILL BE AVAILABLE FOR INSPECTION 30 MINUTES BEFORE THE MEETING

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**Item Number:** 6  
**Application No:** 15/01109/MFUL  
**Parish:** Kirkbymoorside Town Council  
**Appn. Type:** Full Application Major  
**Applicant:** Rack Systems (Engineering) Ltd (Mr Richard Field)  
**Proposal:** Erection of factory building with associated offices and staff facilities together with car parking and section of access road.  
**Location:** Land West Of Kirby Mills Road Kirby Mills Kirkbymoorside

**Registration Date:** 25 September 2015      **8/13 Week Expiry Date:** 25 December 2015  
**Case Officer:** Rachel Smith      **Ext:** 323

#### CONSULTATIONS:

<b>Environmental Health Officer</b>	No objection subject to condition
<b>Land Use Planning</b>	Conditions to be added
<b>Flood Risk (Stuart Edwards)</b>	Comments made
<b>Highways North Yorkshire</b>	Conditions recommended
<b>Parish Council</b>	Supports application
<b>Tree &amp; Landscape Officer</b>	Recommend conditions
<b>Economic Development</b>	Support
<b>Sustainable Places Team (Yorkshire Area)</b>	Maintains objection
<b>Lead Local Flood Authority</b>	Points remain unresolved and further comments made
<b>Land Use Planning</b>	No objection subject to conditions

**Neighbour responses:** Mr And Mrs Simon Wilson,

**Overall Expiry Date:** 4 January 2016

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Members will be aware that this application was brought before them at Planning Committee on 22 December 2015, where the decision was one of Approval delegated to the Head of Planning & Housing subject to the resolution of the flood risk objection with the Environment Agency. The Environment Agency had objected to the development because part of the site lies within Flood Zone 2 and part in Flood Zone 3b.

Despite lengthy negotiations with the Environment Agency and the applicants, it has not to date been possible to resolve the outstanding objection. The Council takes flood risk seriously, however the particular aspects of this case are such that further consideration is required. The application is therefore referred back to Committee for determination.

As detailed previously, permission is sought to allow an extension of the operations of Rack Systems who are situated to the immediate north of the site. The expansion is essential to the business to take account of existing orders. The business currently employs approximately 50 people, but hope to take on further staff. For operational purposes, it is necessary for the building to be closely aligned to the existing one. It is therefore considered that the site and the proposal are strategically important.

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In this case the key issue revolves around the identification within Flood Zone 3 as to whether any part of the proposed development lies within Flood Zone 3b (functional flood plain), where only water-compatible uses or essential infrastructure can be permitted or whether any part of the development lies within Flood Zone 3a (where flooding is highly probable) BUT where 'less vulnerable' uses are appropriate. An industrial use is one example of a 'less vulnerable' use.

The SFRA is a strategic document (the accompanying plan is produced at a scale of 1:8000) and as such, there is a lack of precision when considering its application to the exact boundaries of sites on-the-ground. It is also noted that the area of the building that is indicated to fall within Flood Zone 3b is shown on submitted drawings to be the highest part of the site, which further raises doubt about the exact position of the flood zone boundaries. In addition, the application site is significantly higher than the lane which runs adjacent to the River Dove. Para 10.4.8 of the SFRA goes on to acknowledge that there is a potential over-estimation of the flood zones within Kirkbymoorside.

In these particular circumstances, it is considered that there is sufficient doubt with regard to the location of any part of the proposed building within the functional flood plain for Members to consider deviating from National Planning Guidance. Nevertheless, the developer will still need to demonstrate that the building is safe by submitting a revised Flood Risk Assessment to deal with site specific issues.

If Members resolve to accept that the development does not impinge on the functional floodplain designation, the Environment Agency (EA) have indicated that they will not maintain their objection in relation to this issue, subject to a robust Flood Risk Assessment relating to detailed matters of on-site mitigation.

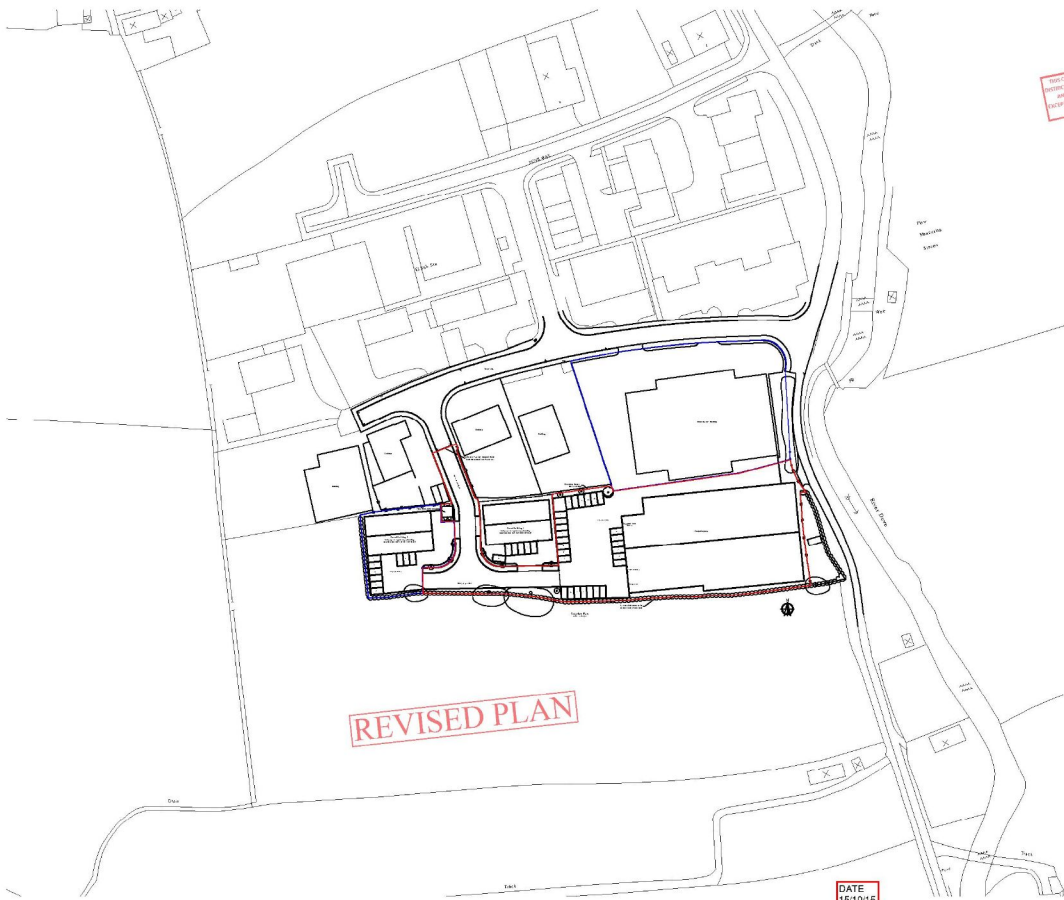
The application has commissioned further FRA work which will be available for further consideration and consultation with the Environment Agency prior to the meeting. It is anticipated that Members will be updated on the Late Pages or at the meeting.

**RECOMMENDATION: To Follow in the light of the receipt of further flood risk information and responses from the Environment Agency**

**Background Papers:**

Adopted Ryedale Local Plan 2002  
Local Plan Strategy 2013  
National Planning Policy Framework  
Responses from consultees and interested parties

15cm285.208.B



This contract is to be used in conjunction with the contract of purchase. It is not to be used as a separate contract. It is to be used as a separate contract. It is to be used as a separate contract.

Building work amended: 01/10/15  
A. 1/15

Client/Revision Information:  
Building work amended: 12/10/15  
B. 1/15

Client & Project Details:  
Rack System Ltd  
New Factory, Kirby Mills

**Gravica**

Gravica Limited www.gravica.co.uk  
Unit 18B, Clifton Works 01904 236 300  
7 - 9 Clifton Street info@gravica.co.uk  
York, YO1 3BA

Gravica Project Supervisor: 01904 236 300  
Daniel Cox info@gravica.co.uk

Status: **Planning**

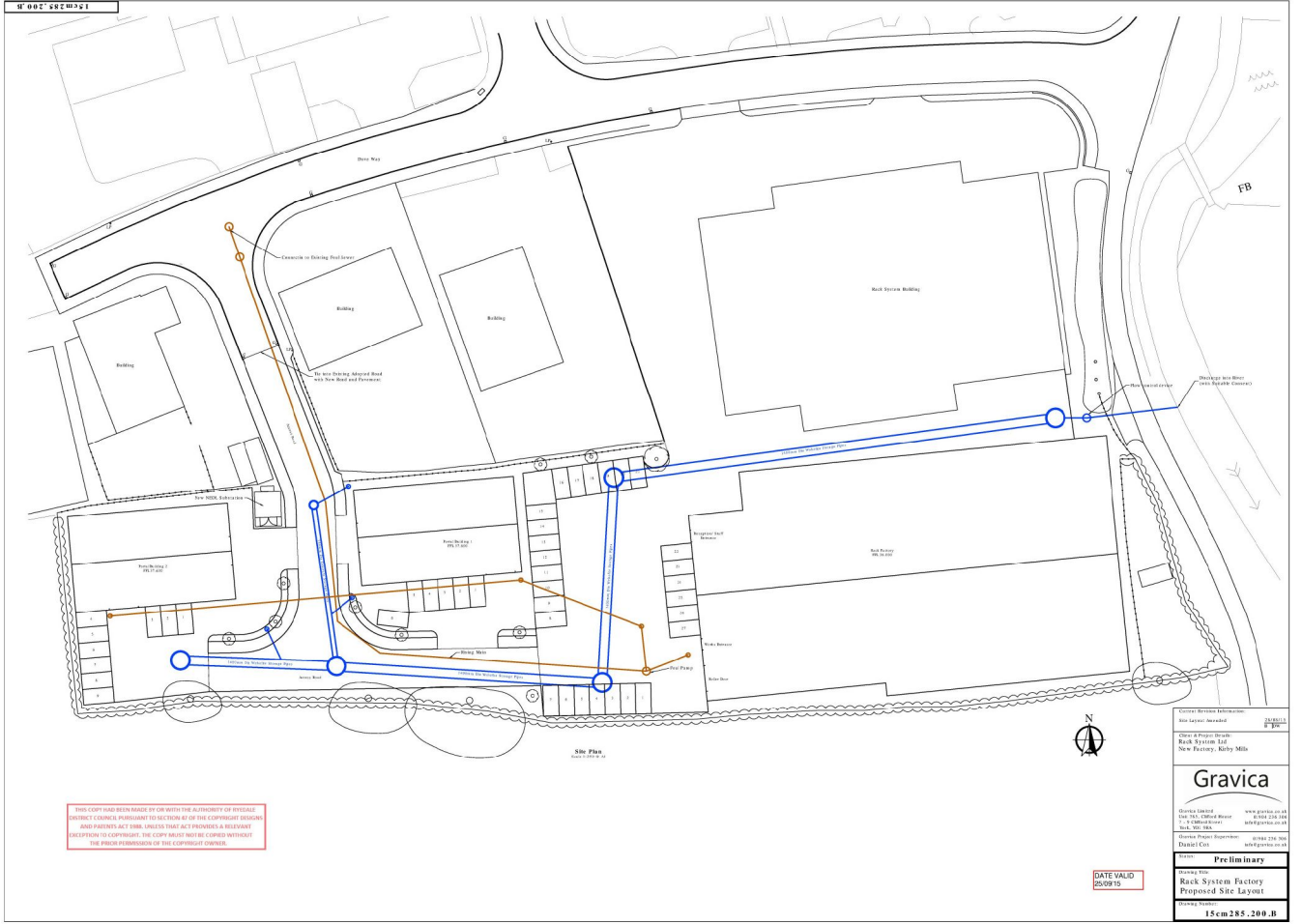
Drawing Title:  
**Rack System Factory  
Location Plan**

Drawing Number:  
**15cm285.208.B**



This drawing is the property of Gravica Limited and is not to be used for any other purpose without the written consent of Gravica Limited.

Project Name: <b>Red Screen Building</b> Kirby Mills	
<b>Gravica</b>	
Gravica Limited 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000	
Date: <b>09/10</b>	
Information: Project Name: <b>New Factory</b> Topo Survey	
Scale: <b>1:50m</b>	





**Item Number:** 6  
**Application No:** 15/01109/MFUL  
**Parish:** Kirkbymoorside Town Council  
**Appn. Type:** Full Application Major  
**Applicant:** Rack Systems (Engineering) Ltd (Mr Richard Field)  
**Proposal:** Erection of factory building with associated offices and staff facilities together with car parking and section of access road.  
**Location:** Land West Of Kirby Mills Road Kirby Mills Kirkbymoorside

**Registration Date:**  
**8/13 Wk Expiry Date:** 25 December 2015  
**Overall Expiry Date:** 10 December 2015  
**Case Officer:** Rachel Smith **Ext:** 323

#### CONSULTATIONS:

<b>Sustainable Places Team (Yorkshire Area)</b>	Object
<b>Environmental Health Officer</b>	No objection subject to condition
<b>Public Rights Of Way</b>	No views received to date
<b>Land Use Planning</b>	Conditions to be added
<b>Flood Risk (Stuart Edwards)</b>	Comments made
<b>Highways North Yorkshire</b>	Amended documents awaited
<b>Highways North Yorkshire</b>	Conditions recommended
<b>Flood Risk (Stuart Edwards)</b>	No further comments to make
<b>Sustainable Places Team (Yorkshire Area)</b>	Object
<b>Highways North Yorkshire</b>	Need to consult with internal colleagues
<b>Parish Council</b>	Supports application
<b>Tree &amp; Landscape Officer</b>	Recommend conditions

**Neighbour responses:** Mr And Mrs Simon Wilson,

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#### SITE:

The site comprises a parcel of land measuring approximately 90m by 42m and is situated to the south of Kirby Mills industrial estate. It was last in use as a scrap yard. It is bounded to the north by the existing Rack Systems factory, to the south by agricultural land, and to the east by the southern extent of Kirby Mills Lane. The land to the immediate west is the subject of a separate application for two industrial buildings. The nearest neighbour is Dove Farm which lies approximately 135m. The southern boundary of the site is formed by a hedge.

#### PROPOSAL:

Permission is sought for the erection of an industrial building together with associated officing, a new access off Dove Way, and parking. The building will have a footprint of approximately 34m by 64m, and a ridge height of 11.2m. It will be clad in Moorland Green, to match other buildings on the industrial estate. The entrance area will be constructed from brickwork. 27 parking spaces will be provided. The ridge height is approximately the same as the existing building, albeit with higher eaves.

#### POLICY:

Ryedale Plan - Local Plan Strategy

Policy SP1 - General Location of Development and Settlement Hierarchy  
Policy SP6 - Delivery and Distributing of Employment Land and Premises  
Policy SP10 - Physical Infrastructure  
Policy SP13 - Landscapes  
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.

### National Policy Guidance

National Planning Policy Framework  
National Planning Policy Guidance

### **APPRAISAL:**

In terms of the location of the site, part of the site lies within Flood Zone 2 , and part in Flood Zone 3.

It was allocated in the Ryedale Local Plan as an extension to the existing industrial estate. It was acknowledged at the time that the environmental improvements to the area would justify allocation of the site despite being included in the approximate extent of the area liable to flood. The site has not however been submitted through the production of the Local Plans Sites Document.

### Material Considerations

- Appropriateness of location of site
- Flood Risk
- Design considerations
- neighbour impact
- highways
- Landscaping

### Appropriateness of Location

The NPPF includes a presumption in favour of sustainable development. The three strands to sustainable development are economic, social and environmental. In terms of the economic role, the proposed building is to provide expansion space for Rack Systems who currently employ 50 people. The expansion is necessary for the business, and is likely to result in further jobs. The site was allocated in the Ryedale Local Plan 2002, as an extension to the existing industrial estate. It was acknowledged at the time that the environmental improvements to the area would justify allocation of the site, despite being included in the approximate extent of the area liable to flood.

The site has not however been submitted through the production of the Local Plans Sites Document. Part of the site lies within Flood Zone 2, and part in Flood Zone 3. The Environment Agency has objected to the application on the basis that the NPPG makes it clear that this type of development is not compatible with Flood Zone 3. Given the importance of the site for economic purposes, discussions are ongoing with the applicant and the Environment Agency. It is considered that there is potential to move the building to the west, which would ensure that it lies entirely within Flood Zone 2. The access will however remain in Flood Zone 3. If the Environment Agency remove their objection, mitigation will still be required. Members will be updated on the outcome of the ongoing discussions at their meeting.

### Design and Landscape Considerations

The building is relatively large, and there is little room for any meaningful landscaping. Nevertheless, the design and proposed materials are broadly in line with existing buildings on the industrial estate, and in particular with the applicant's existing building to the immediate north. As such, it is considered that the design approach for the building itself is acceptable. In terms of landscaping, the building and parking spaces cover much of the application site. The applicants are unable to reduce



the footprint, due to the operational needs of the company. Indeed once the machinery is in place, there will be no 'spare' floorspace. It is considered that on the basis of the economic benefits of the expansion of the company, together with the relationship with existing the buildings, the lack of more extensive areas of landscaping is not sufficient to warrant refusing the application.

Nevertheless, the Council's Tree and Landscape Officer has visited the site, and has advised that:

*The available planting area along the southern boundary varies in width being approximately 3m wide along the western half of this boundary and 2m wide along the eastern side. This boundary is currently formed by a overgrown native hedge containing numerous gaps. The individual shrubs that make up the hedge have recently been reduced in height to about 2m. It is therefore recommended that the gaps in the hedge are planted up with a double staggered row hawthorn at the rate of 6 plants/metre protected in individual plastic spirals and supported on a stout cane.*

*The available planting width along the eastern boundary is consistently 2m wide and therefore could only support a hawthorn hedge planting in accordance with the description above. However, if the building is to be constructed on a pad type foundation it may be possible to include a number of trees within the hedge trained as pleached specimen to provide a higher screen.*

The applicant has confirmed his agreement to providing any landscaping required.

#### Neighbour Impact

The application has not resulted in any objections from any occupiers of surrounding industrial buildings. A letter of concern has however been received from the nearest residential property to the south. The dwelling is between 125m and 135m from the site depending on how the distance is measured. The occupiers have expressed concern regarding the view of the building, the removal of hedges and trees, security and noise. Right to a view is not a material consideration. It is acknowledged that the building will extend the industrial estate closer to their property. It is however separated by a further agricultural field. Whilst it is regrettable that more landscaping cannot be provided, the proposed additional planting in the southern boundary hedge will improve their outlook, and help to address the security issues raised.

In relation to noise, the Council's Environmental Health Officer visited the site with the case officer. It is accepted that there will always be some noise from industrial processes, and the existing building does not impose many restrictive conditions. However officers endeavoured to assess which parts of the industrial process created the noise currently heard on occasion by the neighbouring occupiers. The buzzing noise referred to is likely to be from the extraction to the powder coating plant. This will remain in the existing building, and the applicant has advised that they do not object to the imposition of a condition restricting the relocation of the unit to the new building. It is also considered that the new building could provide a buffer to restrict some of the noise from existing extraction plant. Another particular noise source is a machine that punches out holes in metal. Whilst this will be located in the proposed building, it is considered that better insulation associated with the construction of the new building will provide some mitigation. In addition, it is considered that any approval be conditioned to require a noise survey once the building and equipment is in place, with further mitigation where required.

#### Highways

It is considered that the proposed access to the building is acceptable in terms of its location and appearance. North Yorkshire Highways advised that the building size was below the threshold which would ordinarily trigger a requirement for a transport assessment. However, in this case they considered that a statement should be provided. The applicant provided further information in relation to buses operating in the area, and details of a cycle-to-work scheme. The formal comments of the Highway Authority are awaited, and Members will be updated at their meeting. However verbal discussions have indicated that there is no Highway objection to the proposed development.

#### Planning Balance

It is considered that the location of the site adjacent to the existing Kirby Mills industrial estate accords with the locational requirements of the Ryedale Plan - Local Plan Strategy in principle. It is also considered that neighbour concerns can be mitigated. Nevertheless, the location of the building on land that is partly within Flood Zone 3 has currently resulted in an objection from The Environment Agency. As stated earlier in the report, negotiations are on-going, to ascertain whether a revision to the location will enable the Environment Agency to remove their objection.

The recommendation is therefore one of approval subject to the resolution of flood risk considerations.

**RECOMMENDATION:**                      **Approval subject to resolution of flood risk considerations**

**Background Papers:**

Adopted Ryedale Local Plan 2002  
Local Plan Strategy 2013  
National Planning Policy Framework  
Responses from consultees and interested parties

# Agenda Item 7

Item Number: 7  
Application No: 15/01180/MFUL  
Parish: Pickering Town Council  
Appn. Type: Full Application Major  
Applicant: Moorland Trout Farms  
Proposal: Infilling 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  
Registration Date: 16 October 2015 8/13 Week Expiry Date: 15 January 2016  
Case Officer: Rachel Smith Ext: 323

## CONSULTATIONS:

Parish Council	Concerns raised
Highways North Yorkshire	Recommend conditions
Building Conservation Officer	No objection in principle - minor design comment
Countryside Officer	No objection
North Yorkshire Moors Railway	Support
Office Of Rail Regulation	No views received to date
Historic England	Recommend application be determined in accordance with local and national policy guidance
Public Rights Of Way	Recommend informative
Tree & Landscape Officer	No objection (verbal)
Land Use Planning	Recommend conditions
Sustainable Places Team (Yorkshire Area)	Objection lifted subject to conditions
Housing Services	Objection lifted -informative to be added
Lead Local Flood Authority	Comments made and conditions recommended
Sustainable Places Team (Yorkshire Area)	Objection lifted subject to conditions as per previous correspondence
Parish Council	Comments received

Neighbour responses: Mrs Tina Bennett, Mr John Colley, Mr Mike Potter, Mrs M Scriven, Mrs Josephine Gascoyne, Norman & Enid Bridges, Mr Richard Kimmings, A T Gascoyne, Mr Martin Jones, Mr Eden Blyth, Brian & Sally Tozer, Mr R Bowman, Mrs M Jackson-Gould, Mr G J Leadbetter, Mr Steve Grantham, Miss Amanda Chambers, Mr Jeff Taylor, Mrs Alison Ripley, Mr William Morris, Mr Christopher Heath, Mr And Mrs T Atkinson, Mrs Atkinson, Mr Eden Blyth, Mrs S Smith, W Swan, Ms Sara Bryon, Mrs J Smith, Mr Tom Barr, Mrs Yvonne Morris,

Overall Expiry Date: 8 February 2016

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## **SITE:**

The site is located within Pickering Conservation Area on the northern side of Pickering, immediately to the north of Pickering Railway Station. Access is via a bridge from Undercliffe. The bridge is a grade II listed building. On raised ground to the east is Pickering Castle which is a Scheduled monument. To the north and west of the site are open fields which are bisected by a public footpath. The railway forms the eastern boundary, with Mill Race beyond. Pickering Beck runs along the western side of the site. The site is within an Area of High Landscape Value, and adjacent to a Visually Important Undeveloped Area.

The site comprises a fishing lake together with a service building which includes a cafe/shop together with owners accommodation. There is an area of hard standing to the front of the building that accommodates approximately 25 cars.

## **PROPOSAL:**

Permission is sought for:

- demolition of existing service building
- draining of the lake and infilling with granular and earth fill to level the site.
- creation of new internal access roads and provision of 158 parking spaces including 15 wide access suitable for wheel chair use. These will be served by accessibility compliant paved access leading to the proposed new reception building. Part of the access will therefore be permeable tarmac to prevent petrol and surface water run off from the parking areas entering the water course. Other access will be permeable with a natural compressed limestone stone finish. The car park will be pay and display.
- Part two Storey Part single store building to accommodate a cafe, shop to sell railway related merchandise, exhibition/meeting room, public toilets and showers together with Managers accommodation. The building will have a footprint of 11.5m by 33m and a ridge height of 6.7m.
- It has been designed to reflect the character of traditional railway buildings. It will be constructed from brick under a slate roof, with conservation rooflights. The single storey element will be fronted in horizontal timber.
- Siting of 7 glamping units in the form of former rolling stock fronting the railway line. The two units nearest the reception unit will be provided with a shared ramp to make them wheelchair accessible.
- The glamping units are located on the highest part of the site, with dry access/egress.
- Retention of existing tree planting supplemented by new planting, in particular on the north western edge of the site.
- To the north east will be a meadow which incorporates a flood water swale.
- Pedestrian access to the station will be identified by a route marked out along the byway, past the scout hut and through the NYMR car park.

## **HISTORY:**

The site has a detailed planning history. The following applications are particularly relevant.

Dec 1975 Permission refused for the construction of a car park and construction of small lake and the use of the land for recreational purposes. Allowed on Appeal

April 1982 Permission granted for the erection of a general purpose building

May 1982 Consent for three signs including shop sign above main door.

February 2015 Appln. withdrawn for infilling of lake and erection of building and glamping units.

## **POLICY:**

### Ryedale Plan - Local Plan Strategy

Vision, Aims and Objectives. This states that Pickering will continue to be an important visitor destination in its own right as well as a gateway to the North York Moors National Park and to tourist attractions and recreation opportunities in northern Ryedale.

### Strategy Summary

The summary includes the following:

Pickering - Support the towns regional tourism role and support for existing attractions including Beck Isle Museum, Pickering Castle and the North Yorkshire Moors Railway and events such as the Steam Rally and Wartime Weekend.

One of the priorities in the plan for Pickering is to secure the provision of additional visitor car parking and/or park and ride facility to support the town and in response to the increasing attractiveness of the steam railway and annual events.

Policy SP7 Town Centre and Retailing

Policy SP8 Tourism

Policy SP10 Physical Infrastructure

Policy SP12 Heritage

Policy SP13 Landscapes

Policy SP14 Biodiversity

Policy SP16 Design

Policy SP17 Managing Air Quality, Land and Water resources

Policy SP18 Renewable and Low Carbon Energy

NPPF

NPPG

## **APPRAISAL:**

It is considered that the main considerations are:

- Appropriateness of the uses
- Heritage assessment
- Highway considerations
- Pedestrian access
- Ecology
- Landscaping
- Neighbour impact

### **Car Park**

The application as a whole has been designed to compliment the facilities at the North Yorkshire Moors Railway, (NYMR). The applicant has stated that the proposal will enable more visitors to be accommodated within the town. It is acknowledged that the existing car park at the NYMR is often full which results in cars driving to the site, and then turning around and leaving. The car park is well related to the railway, but also provides access to the town centre and Pickering Castle.

The proposal accords with one of the priorities in the Ryedale Plan - Local Plan Strategy, in relation to the provision of additional visitor parking.

### **Tourism**

The Ryedale Plan - Local Plan Strategy and the NPPF supports the principle of tourist accommodation subject to other material considerations being acceptable. It is considered that the relationship of the site with the NYMR will be mutually beneficial and provide a different experience to accommodation already provided.

Concerns have been raised that the application will lead to further holiday uses on the site. This would be subject to a further planning application, and considered on its merits. It is of note however that some temporary uses of land are deemed to be 'permitted development' Whilst regulations set out in The General Permitted Development Order 2015 currently do not permit such uses within the curtilage of a building, it is considered appropriate to apply a restrictive condition. The exception would be the war weekend where access to the car park would be closed. The applicant wishes to use the site for this week only for the parking of vans of those involved in the event.

### **Reception Building**

The reception building has also been designed to relate to the association of the site with the railway. Policy in the NPPF states that Local Planning Authorities should apply a sequential test to main town centre uses that are not in an existing centre. In this case the shop element is to replace that already on site. The existing floor area will be restricted to railway related products. It is understood that the original train model shop in Pickering has shut, and the applicant wishes to sell similar items to it. Nevertheless it is recommended that a condition be imposed restricting sale of goods to 80% railway related with a maximum floor area. This will result in a maximum of 14.2m<sup>2</sup> of general retail space, and 56.8m railway themed space. The cafe will have a maximum of 35 covers.

### **Flood Risk and Drainage**

The majority of the site lies within Flood Zone 3, with a strip of land nearest the railway line in Flood Zone 2. In view of this it was necessary to carry out both a sequential test and exception test. This took account of the water compatible use of the car park and the more vulnerable use for the glamping units. The sequential test demonstrated that the location of the site was required due to the relation of the proposed use with the railway, and indeed the railway experience for the glamping units. The development will benefit the local economy by increasing the benefits of the NYMR. Furthermore the glamping units would be on average 1.2m above finished floor level by virtue of their design as former rolling stock. A formal evacuation procedure would be entered into.

Surface water will be released via controlled collection and release into Pickering Beck. A landscaped swale is being provided at the north end of the site to temporarily accommodate additional water in the event of a flood event. It is also relevant that the Environment Agency project 'Slow the Flow will help alleviate potential flooding. The development has been designed so that surface water run-off from the impermeable areas will drain into Pickering Beck at the same rate as green field run off. This is substantially less than the existing discharge rate which is required for the existing pond.

The site is within a source protection zone for public water abstraction. In view of this a soakaway or infiltration system directly into the ground is not permitted. The surface water from the car park and access will be tanked and pass through an interceptor to prevent contamination.

The applicant seeks to deal with foul drainage by the use of a package treatment plant, and then into a foul water reed bed. Non mains drainage in an area served by public sewers is not normally acceptable. The Environment Agency initially objected to the application on that basis.

However the applicant provided additional information to demonstrate that it is not feasible to connect into the foul sewer to the south of the site. This is because it would be required to pass under the railway, and then it would have to be threaded through the bridge. Given the small size and nature of the bridge, this is not considered feasible. The connection would also require a pumped rising main system which is not considered to be cost effective. In view of this the Environment Agency has not objected to the proposal.

It is noted that representations have been received that query the capacity of the treatment plan in an event such as the war weekend. A query has also been raised about what happens to the outfall from the plant if there are periods of heavy rain that raise the level of the beck above the outfall. The sizing for the treatment plant has been calculated on the basis of :

6 x 2 people using the glamping units  
150 car parking spaces each with 3 occupants  
6 x 2 users using the shower block  
50% increase in car park users to take account of comings and goings.

A maintenance programme for the plant will be used, and this can be conditioned. It is noted however that the plant is a sealed unit, that has a non return valve. In view of this, in the event of high rain etc, it will not be possible for water to back up. Furthermore, any discharge into the beck will require a discharge licence from the Environment Agency, and the beck will be subject to testing.

The Environment Agency has recommended conditions in relation to:

- Limiting run-off rates to greenfield rates
- Provision of a minimum 3,650m<sup>3</sup> compensatory flood storage as detailed in the submitted information.
- Finished floor levels set no lower than 33.38m above Ordnance Datum
- Development shall be carried out in accordance with the flood resilience measures detailed in the submitted information.

North Yorkshire County Council Flood Risk Management as the lead Local Flood Authority has also recommended conditions in relation to the petrol interceptors, and future management of the surface water drainage methods.

Yorkshire Water Services has recommended a condition to prevent any building or obstruction within 5m of the water main that passes over part of the site.

### **Highway and Access Considerations**

Both vehicular and pedestrian access are key issues in the consideration of the application. The main points relate to :

- Impact of development on the bridge over the Mill Race
- appropriateness of location in relation to pedestrian access
- route over the Byeway open to all traffic, (BOAT)
- relationship between pedestrian and vehicular access to the site.

### **Impact of development on the bridge.**

Access to the site is via a historic bridge over the mill race. This bridge will also be used for the construction lorries required to bring in the fill for the trout lake. This is a matter of concern that has been raised in a number of representations received in relation to the application. The submitted Design and Access statement includes the following statement:

It is accepted that Traffic generated by construction will cause some temporary impact. This will be managed via the present access to the site. 30% of the fill required to infill the lake will be brought by rail and tipped directly on to the site. The remaining loads, about 580 in number, will be brought in to the site by 22 ton lorry loads, organised as far as possible while the railway is not in full operation. It is important to note that the estimated number of necessary loads amounts to only 15% of the 4000 loads brought in along Newbridge Road to complete the flood mitigation works at Newtondale. There will be a banksman / crossing supervisor in attendance during the transporting work.

During consideration of the application, detailed negotiations have been carried out between the Engineers appointed by the applicant, and the Highway Authority. A survey of the bridge was carried out using the MEXE method. North Yorkshire Highways with the following points:

- Initial concerns expressed regarding the MEXE calculation used to the existing condition of the bridge and the proposed heavy vehicular load.
- Additional transport assessment required to consider how the increased traffic movements would impact on Undercliff, and the wider roads in Pickering
- Clarification of pedestrian access through the site.
- Clarification of visibility at the car park entrance

January 11th 2016

Further discussions were held in relation to the appropriateness of the survey works. The Highway Authority have advised however, that they are confident that there is a solution, and have therefore have recommended conditions which require the submission of a detailed structural assessment. The application has required the submission of a detailed number of expensive studies and reports. The further survey work is more invasive and expensive, and requires digging down below the road level. It is considered the cost of such works is unduly prohibitive unless the applicant has surety of a decision. In the event that more detailed survey work demonstrates that the bridge is not capable of carrying out the necessary load, the Highway Authority will impose a weight restriction on it, and the applicant would have to consider alternative methods. It is considered that such a condition is reasonable, and sufficiently precise.

In relation to the wider highway impact of the development, the Highway Authority requested a transport assessment to take account of the impact of additional movements on Undercliffe and the wider area. The survey work was undertaken and the Highway Authority responded as below:

In assessing the submitted proposals and reaching its recommendation, the Local Highway Authority has taken into account the Transport Assessment and Transport Notes from the applicant. It is accepted that the proposals are likely to generate a relatively small number of new trips to the road network in Pickering during peak morning and evening hours. This is due to a number of existing spaces at the NYMR and on Scouts Lane being removed by the proposals, the replacement of the trips associated with the current fishing activities and a transfer of some traffic from the current overflow car park to the proposed site. In addition there has also been some additional overflow parking provided around the fishing lake which would be replaced by the permanent car park proposals.

Accordingly it is considered that the development would not have a significant adverse impact on the highway network.

Pedestrian Considerations:

The site is located to the north of the existing car park that serves the North Yorkshire Moors Railway. The submitted plans show that there will be a marked out pedestrian route from the application site to the railway. This is being provided through agreement with the Scout group and the NYMR. Land in front of the Scout hut is currently used on occasion for informal parking.



The agreement will allow this area of land to be used for the delineated parking area in exchange for parking on the application site, when required for use by the scouts and parents. The route includes access for wheel chair users which passes along the western platform of the railway. Access is also available along the BOAT to Beck Isle Museum.

The route will provide better definition and signage for the proposed pedestrian access, and also remove parking from the lane which currently occurs. The supporting information states that the approximate level walking distance to the western platform is 280m, and 480m to the eastern platform and ticket office. The most direct route over the NYMR bridge is 280m to the western platform and 350m to the eastern one. These routes are also available during office hours for anyone who wishes to walk from the application site to Pickering Town Centre.

A further traffic free route into Pickering can be achieved via the BOAT which begins on Scouts Lane, crosses over the beck immediately before the entrance to the main NYMR car park and then continues south through a wooded area before reaching Wells Walk.

A number of representations have been received in relation to the poor pedestrian access from the site into Pickering, and that it is not accessible for those wheelchair users outside the opening hours of the railway. Members walked the route to the station during their site visit, and then walked back along the Undercliffe and Park Street. It is accepted that the route along the road is not ideal, and would be difficult for wheelchair users. The Highway Authority has taken this into account and advised in their formal response.:

Pedestrian facilities from the site onto Undercliffe and the public highway are limited as there are no formal footways over the High Mill crossing and bridge. Footpath provision along Undercliffe towards the town centre is also limited to narrow paths and a discontinuous path on the north bound side of Undercliffe. Therefore the applicant has proposed to direct pedestrians from the car park to the Town Centre using part of the existing Byeway and through the NYMR site, thus providing an alternative route to Park Street and Undercliffe for pedestrians. Improvements to the width of the site access and visibility will assist vehicle movements to and from the site.

Most people using the car park will do so during opening hours of the NYMR when they can access the town through the railway. Those using the car park outside these times are likely to be restricted to those occupying two of the glamping units. These have been designed to provide the same "railway inspired" experience for all. It is accepted however that those in wheelchairs may out of hours need to drive to a disabled space in the town centre. Whilst not ideal, It is considered that the benefits of providing wheelchair friendly accommodation outweighs the access concerns for evening access. It is also noted that in a historic town such as Pickering, uneven or narrow footpaths are often a characteristic.

Pedestrian facilities from the site onto Undercliffe and the public highway are limited as there are no formal footways over the High Mill crossing and bridge. Footpath provision along Undercliffe towards the town centre is also limited to narrow paths and a discontinuous path on the north bound side of Undercliffe. Therefore the applicant has proposed to direct pedestrians from the car park to the Town Centre using part of the existing Byeway and through the NYMR site, thus providing an alternative route to Park Street and Undercliffe for pedestrians. Improvements to the width of the site access and visibility will assist vehicle movements to and from the site.

As discussed earlier, a number of representations have raised concerns highway and pedestrian issues. These include:

- Capacity and structural ability of the bridge
- Who will pay for any necessary repairs
- No swept path analysis
- The car park cant reduce traffic

- People affected by increased traffic should be compensated by parking provision
- Difficult access on Park Street and /Undercliffe for wheel chair users etc
- Chaos already caused by cars and buses entering and leaving the site.

The capacity and condition of the bridge will be assessed through the detailed survey, and will require mitigation if required. The Highway Authority have based their recommendation on the submitted Transport Assessment which was expanded at their request. In relation to the car park not reducing traffic, and creating chaos, it is accepted that there are many people that drive into the site to park at the NYMR car park and have to drive out again when it is full. The proposed car park will be more likely to prevent this from happening. It will also provide more clarity and better routes for pedestrians. It is also noted that there has been support from a number of people that there is an existing shortage of car parking for tourists. There is currently no method for indicating when the NYMR is full, and the proposal will make it possible to use the railway more often.

It is considered that the submitted information is sufficiently robust to address the issues raised, and the provision of the car park accords with policy. As such it is not considered that a recommendation of refusal could be supported on highway grounds, subject to conditions in respect of:

- Crossing of highway verge
- Development shall not be brought into use until a pedestrian route from the site to Park Street in accordance with submitted drawing is delivered.
- Visibility splays
- Precaution to prevent mud on road
- Structural assessment of the bridge.
- On- site construction traffic.

#### **HERITAGE:**

The application site is located within Pickering Conservation Area, and is visible from Pickering Castle, a Scheduled Monument. 24 and 25 Undercliffe are within approximately 100m of the site and are both grade II listed. The Planning (Listed Buildings and Conservation Areas) Act 1990 places a duty on local planning authorities 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 and ensuring that a development either preserves or enhances the character of a designated Conservation Area (Sections 66 & 72).

The Council's Building Conservation officer has advised:

"The character of the Conservation Area at this point can be characterised as the transition between the built up town of Pickering and the surrounding countryside. The application site is in the bottom of the valley that runs north-south between Pickering town and the higher moors to the north. In the valley bottom is Pickering Beck, the North York Moors Railway and Undercliffe, the minor road connecting the moors with the town. The site is accessed by a stone bridge over the beck and a level crossing point over the railway. The site surroundings to the south, has a marginal character provided by the North York Moors Railway car park and the scout hut. To the west of the site on the other side of Pickering Beck lies attractive steep sided hillside pasture crossed by a Public Right of Way. Bordering the site to the east are the railway lines, mill race and the road and beyond that is an attractive steep sided wooded promontory, on which sits Pickering Castle which is visible through the trees in winter.

The development site itself can be divided into a number of character areas making up tarmac car park, reception building, trout lake and surrounding grassed margins.

After having visited the site, it is my opinion that the development will not adversely affect the setting of 24 Undercliffe as there is some distance between them and the houses on the north side of the bridge and verge side trees provide a visual buffer between the listed buildings and the development site. North Yorkshire County Council and Historic England are the Council's advisors on archaeology and scheduled monuments and should be consulted on this application.

In my opinion the existing trout lake does not contribute to the character of the conservation area. Whilst it has a green and 'semi-natural' appearance, the lake is clearly an artificial creation that is somewhat out of odds with the surrounding features. The removal of the mid-late 20th century buff brick reception building measuring c.21m long and c.6m wide would be an enhancement as the orientation, scale and design of the structure do not relate to any surrounding structures or to the wider context of the site. The black topped tarmac car park to the south of the reception building makes no contribution to the character of the conservation area.

In my opinion the position, scale, design and materials of the proposed new reception building is much more appropriate to its context as it has clearly been referenced by the railway and its ancillary structures. Whilst larger and higher than the existing low quality reception building, the size and orientation is much more appropriate to its rail side location. One minor point of design is the chevron timber cladding. I am of the opinion that this should be horizontal boarding to better reflect the surrounding context.

Notwithstanding the submitted information, further details of the proposed glamping units should be secured by condition".

Historic England were also consulted on the application. They have advised that Pickering Castle is significant due to its well documented history and because its standing remains are particularly well preserved owing to its being one of only a few castles unaffected by the Wars of the Roses and the Civil War. The setting of the castle also adds to its significance as it is in a natural position to oversee the surrounding landscape.

The application includes a Heritage Statement which considers the impact on the setting of Pickering Castle, and also on views between the Castle and Beacon Hill. The proposed development may have some minor impact on the setting of the castle, as the new car park will be visible from certain view points within the castle. Historic England confirm that this can be mitigated through appropriate planting and careful use of natural surfaces.

Historic England conclude that the any impact of the proposed development is less than substantial. In view of this para 34 of the NPF requires the harm to be weighed against the public benefits of the development. Officers are of the opinion that the development will provide direct support for the NRMR and increase tourism in the area. Business in town will benefit and staff employed in relation to the development will also benefit the economy.

Accordingly it is considered that the development accords with policy SP 12 of the Ryedale Plan - Local Plan Strategy and section 12 of the NPPF.

## **DESIGN:**

Policy SP 16 of the Ryedale Plan - Local Plan Strategy 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 to reinforce local distinctiveness, the location, siting, form, layout, scale and detailed design of new development should respect the context provided by its surroundings including:
- Topography and landform that shape the form and structure of settlements in the landscape
- The structure of towns and villages formed by street patterns, routes, public spaces, rivers and becks. The medieval street patterns and historic cores of Malton, Pickering, Kirkbymoorside and Helmsley are of particular significance and medieval two row villages with back lanes are typical in Ryedale
- The grain of the settlements, influenced by street blocks, plot sizes, the orientation of buildings, boundaries, spaces between buildings and the density, size and scale of buildings
- The character and appearance of open space and green spaces including existing Visually Important Undeveloped Areas (VIUAs) or further VIUAs which may be designated in the Local Plan Sites Document or in a Neighbourhood Plan. Development proposals on land designated as a VIUA will only be permitted where the benefits of the development proposed significantly outweigh the loss or damage to the character of the settlement
- Views, vistas and skylines that are provided and framed by the above and/or influenced by the position of key historic or landmark buildings and structures
- The type, texture and colour of materials, quality and type of building techniques and elements of architectural detail.

The heritage impact of the design has been covered above.

The site is currently occupied by a lake, and a utilitarian style reception building, with parking to the front. The lake is not readily visible from the road, but can be viewed from public footpaths. The development includes additional planting which will soften the impact of the development. This includes a native species hedge. This is considered further in the landscaping section of the report.

The proposed reception building has been designed to have reference to the heritage of railway buildings. It will be constructed from brick, under a slate roof, with a large arched opening at one end. The side lean to will be timber clad. The detailing will include features such as the base plinth and arch in contrasting brick. The use of timber on the lean to makes reference to the design of other railway buildings such as signal boxes and station canopies. The building is longer than the existing building at approximately 34m, however it has a relatively low ridge height of just under 7m. The narrow span is also typical of traditional railway architecture.

The building will be sited along the eastern boundary of the site, and will therefore be clearly visible from passing trains. It is considered that the detailing and design of the building is a significant improvement than that which is currently on site, and as such will enhance the character of the area. It is also considered that its reference to railway architecture tethers the building to its setting adjacent to the railway.

The 'glamping' units will comprise former rolling stock such as brake vans. They are located adjacent to the railway line, and will therefore maintain the character of the site as an extension of the operations at the NYMR.

Accordingly, it is considered that the development accords with policy SP16 of the Ryedale Plan - Local Plan Strategy.

## **Ecology**

The application is accompanied by an extended Phase 1 Habitat survey. This targeted the following species;

- Bats
- Great Crested Newts
- Badger

- Birds
- Reptiles
- Hedgehogs
- Water Vole
- Otter
- White clawed crayfish

The report concludes that the proposed development is unlikely to impact upon any protected species or associated habitats. However it recommends a number of measures which should be adopted to ensure potential adverse impacts to wildlife are avoided. This includes;

The Councils Countryside Management officer has been consulted, and has no objection in principle, but advises:

Following my phone conversation with Margaret Mackinder in which she stated that the trout lake is presently full of water and being used for trout rearing therefore making the lake unsuitable crayfish habitat, my only concern is one of timing should this application be granted planning permission. There is a danger of an offence being committed under the Habitats regulations should the trout be removed but the water retained in the lake for any period whilst the lake is connected to the Pickering beck which is a known crayfish habitat. Without predatory fish in the lake it would be a good crayfish habitat and they would be at risk from infilling etc.

A solution would be to come up with and condition a method statement to prevent crayfish access to the lake then remove the trout and then drain the lake in swift succession or alternatively should this not be possible to carry out a full crayfish survey prior to the lake being infilled to ensure no crayfish are harmed during the works.

It is of particular note that the northern end of the site will be laid out with landscaping and a wildflower area which will provide biodiversity enhancement.

Accordingly, it is recommended that an appropriate condition be attached to any approval on the site.

### **Landscaping**

The site currently is currently reasonably well screened by existing mature planting in the summer months. During negotiations however, officers expressed concern that cars parked on the site would be clearly visible from the public footpath that runs to the immediate west of Pickering Beck, and also from the public footpath that provides a raised view from the north west. The submitted landscaping plan includes a native species hedge adjacent to the north western boundary where the site abuts the beck, and a high density screen with under storey planting to improve the view from the more distant north west. This is in addition to the use of the northern end of the site as a wild flower meadow.

Three trees will be removed from the entrance of the site. They comprise one silver birch and two lime trees. Their removal will facilitate the entrance to the car park. Three new trees of a more appropriate species will be provided.

The existing 1.8m high chain link fence to the east of the site will be replaced along its length by a more traditional railway post and rail fence.

Lighting is a key consideration on applications of this nature, and indeed can result in a significantly urbanising character if not appropriately detailed.

It is considered that the additional landscaping will soften the impact of the development from outside the site, and as such it will not have a significant adverse impact on the character of the Area of High Landscape Value, or the adjacent Visually Important Undeveloped Area.

## **Neighbour impact**

The nearest neighbours to the site are located adjacent to the access over the bridge, with other dwellings on either side of Undercliffe, and on raised land to the north west of the site. It is not considered that the development will give rise to any overlooking or over shadowing. Neighbour impact is therefore related to the additional comings and goings associated with the proposed use, and in particular during the infilling of the lake.

The use of the site as a car park will generate more vehicle movements than the current use of the site as a trout farm. Nevertheless, it is considered that the context of the site adjacent to the NYMR (and on a site that previously generated some comings and goings) is such that the development will not have a significant adverse impact on neighbouring amenity. This is also because it is acknowledged that many cars currently access the area, and on occasion drivers find they can't park so leave the site. The Glamping units are sufficiently low key to ensure that users are unlikely to generate any noise or other disturbance. It is acknowledged that those properties that are situated on raised land to the west of the site will be able to see the car parking. However right to a view is not a planning consideration, and the level of additional landscaping should soften the impact of parked cars.

## **Crossing of railway**

Access to the site is via a crossing over an un-gated crossing over the railway. This is the current access to the NYMR car park together with a number of dwellings and the scout hut. The office of rail regulators has been consulted on the application but has not responded. Representations have been received raising concerns regarding the safety of the access over the crossing, and also the capacity of it. Officers are pursuing a response, and it is hoped to update Members at their meeting.

## **Programme of works**

The applicant has submitted a programme of works for the phasing of the development:

### Phase 1 15 months from commencement

- Discharge Conditions, demolition of western end of existing building
- Empty fishing lake and block off inlet
- Create temporary access road
- Bring in infill material via road and railway; level and landscape
- Carry out all landscaping of tree screening around perimeter and at northern end of site
- Install standings for Glamping units
- Remove perimeter fencing
- Complete surface and barrier material to all surfaced areas
- Connect northern parking to access with temporary surface road.

### Phase 2

- Construct Visitor Centre
- Bring in glamping units as sourced

### Phase 3

- Demolish rest of existing building
- Complete all car parking and signage
- Complete remaining planting over rest of site

### Phase 4

- Complete installation and conversion of glamping units

It is considered that the programme is acceptable in principle however officers are working on a condition to ensure the totality of all the finished car park, landscaping and visitor centre within a certain time scale. Members will be updated on this aspect.

## Representations

Members will note that the application has resulted in a number of letters of support and objection. The main points of objection are listed as an appendix to this report, and broadly include:

- Concern over structural ability of the historic bridge. Who will be responsible for its repair. -**See Highway and Access Considerations**
- Lost parking on approach to NYMR should be provided for residents who will be affected by increased traffic.  
**It is understood that there is no right to park on this area, and the applicant can not be expected to provide compensatory parking**
- Development should connect to Main sewer  
**See Flood Risk and Drainage in relation to drainage**
- Concern that crushed limestone will cause a mess on the road especially in wet weather.  
**The type of material used has been demonstrated to work elsewhere, without any transference to nearby roads**
- Glamping sets a precedent for more holiday use on the site  
**The application can only be determined on the basis of what is applied for. However a condition is recommended to prevent caravans/camper vans and tent except during war weekend.**
- Chaos and congestion caused already. development will not improve congestion.  
**The Highways Authority are satisfied with the application. The NYMR has advised that in their opinion the proposed car park will assist in clearing the approaches to the NYMR, and stop the circulation of vehicles throughout Pickering. It will release on street parking for residents.**
- Development will not benefit economy.  
**Officers consider that development that improves the facilities and enjoyment of the NYMR will benefit the economy, and further increase use of other businesses in the area.**
- No acceptable pedestrian access either via Wells Walk or along Park Street/Undercliffe.  
**Pedestrian access through the NYMR is acceptable for all. Most times that the car park is in use is when the railway is open. The limited number of people using the Glamping units can access town in the evenings via Undercliffe and Park Street. It is accepted that disabled people may have to drive to Market Place, but this is offset by the benefits of inclusive enjoyment of the railway.**
- Suds not complete.  
**See Flood Risk and Drainage.**
- Not brownfield land and outside development limits  
**The site is outside the development limits, but policy does not preclude development of this nature.**
- Evacuation route not acceptable.  
**The applicants have signed up to a flood evacuation plan.**
- Concern regarding safety of the rail crossing

North Yorkshire Moors Railway are responsible for rail safety, in accordance with the Office of Road and Rail Regulation. They are satisfied that subject to an agreement in relation to lorry deliveries. It is not designated as an ungated crossing, but defined as an automatic level crossing. The train triggers the lights on the crossing, and trains in any event only proceed at 10MPH. The NYMR support the application, and advised that they are also carrying out an up to date safety review of the crossing.

Members will note that there are also a number of letters of support to the application . The points raised include:

- It is important to keep developing the area with suitable enterprises that will benefit the people of Ryedale
- Changing the use will be great for the area, and existing parking problems
- Landscaping and development will be in keeping with Pickering
- Glamping units will be a nice feature, and great experience
- Car park will reduce parking around town
- Increased parking will reduce the bottleneck that can occur on the site.
- Glamping units will benefit the economy.
- Attractive railway themed cafe will complement the NYMR
- The town needs a good car park and it is better than parking on the streets.
- Trading at the site will encourage tourism.

### **Summary**

The application has raised a number of issues that have been addressed through the report. Nevertheless it is considered that the benefits outweigh the harm. It is essential however that the precise conditions are imposed to ensure that the development is carried out in an appropriate manner.

Recommendation is one of approval subject to no objection from the relevant rail safety body, and the conditions to follow

**RECOMMENDATION:            Approve subject to no objections from the relevant rail safety body, and conditions (to follow)**

### **Background Papers:**

Adopted Ryedale Local Plan 2002  
Local Plan Strategy 2013  
National Planning Policy Framework  
Responses from consultees and interested parties



## Pickering Trout Farm

### Main issues included in Letters of Representation

Objections:	Main issues raised
<p>Josephine Gascoigne 29B Undercliffe Pickering</p>	<p>Highway issues</p> <ul style="list-style-type: none"> <li>• No additional report other than the MEXE report that was rejected by the Highways Authority.</li> <li>• Not clear whether the full extent of the bridge and the approach road is fully adopted, and who will carry out any repairs required after heavy use.</li> <li>• No swept path analysis for large vehicles during construction</li> <li>• FRA is substandard and falls short of compliant. Assumption and figures given are inconsistent.</li> <li>• SUDS needs to consider future operation and maintenance. Neither lake nor outfall from it has been maintained. SUDS has not been addressed but removed.</li> </ul> <p>Drainage issues</p> <ul style="list-style-type: none"> <li>• refused to connect to main sewer and no detail of package treatment plant. Especially due to proximity to the beck.</li> <li>• No full details on SUDS</li> <li>• greenhouse gases will not be reduced. new building larger than previous, glamping units will be inefficient in thermal transmission</li> </ul> <p>Flood mitigation</p> <ul style="list-style-type: none"> <li>• Levels and calculations are misleading and inconclusive</li> </ul> <p>Air quality</p> <ul style="list-style-type: none"> <li>• a road or car park cannot reduce traffic</li> </ul> <p>Economic benefits</p> <ul style="list-style-type: none"> <li>• Statement states increased employment, but application states reduction.</li> </ul> <p>Community Benefits</p> <p>The traffic assessment is inaccurate and misleading, in terms of numbers.</p> <ul style="list-style-type: none"> <li>• Residents have paid to park on approach to NYNR for 40 years without paying. Any application would have to acknowledge this and replace it without charge.</li> <li>• require measures such as gated crossing, traffic calming footpaths to access roads.</li> <li>• Local advice that the NYMR car park application included parking for residents on Undercliffe.</li> <li>• How the annexe route for pedestrians will work is yet to be seen. Not a good risk assessment.</li> <li>• Construction traffic can be dangerous.</li> <li>• Actual fill for the lake has not been identified. It will necessitate great numbers of lorry movements. A great deal of mud will be created by the lorries and congestion.</li> </ul> <ul style="list-style-type: none"> <li>• difficult to believe there will be a reduction in traffic if more</li> </ul>

	<p>parking is created.</p> <ul style="list-style-type: none"> <li>• increased traffic over the bridge, with the same egress onto Underdiffe cannot reduce accidents.</li> <li>• people directly affected by the increased traffic should benefit from re-instated parking lost from the station car park approach.</li> <li>• will footpath be properly marked</li> <li>• should consider a park and ride.</li> </ul>
<p>Mrs Scriven 28 Underdiffe</p>	<ul style="list-style-type: none"> <li>• lorries smaller than previous, but this will mean more required. Will bridge be able to accommodate a continuous stream</li> <li>• live opposite so first hand experience of chaos</li> <li>• traffic survey has not been carried out.</li> <li>• no disabled access to the railway.</li> <li>• no planning regulations to stop more glamping once this is approved.</li> <li>• danger of an un gated open level crossing not addressed</li> <li>• traffic coming from the bridge onto Underdiffe with restricted viewing to the left has not changed.</li> <li>• Who will be responsible for any structural damage.</li> </ul>
<p>Mike Potter 34 Underdiffe</p>	<ul style="list-style-type: none"> <li>• The application site is directly adjacent to a visually important undeveloped area.</li> <li>• Is the site within the development limits.</li> <li>• Appreciate that the proposed development utilises an existing facility to increase parking, concerned that it would set a precedent for further development in this area of Pickering</li> <li>• Stated aim of increasing parking, however has any effort been made to identify more suitable sites within a similar distance of the NYMR? eg the Recreation Club.</li> <li>• Difficult access along Park Street, Underdiffe and Wells Walk</li> <li>• Close proximity to woodland areas of Newtondale in terms of ecology, amenity and the location within the flood zone.</li> <li>• What conditions were on the original application for the trout farm? If approved as agricultural development, then can not be classed as brownfield.</li> <li>• Is a retail unit appropriate in this location?</li> <li>• proliferation of camping and caravanning facilities in the area. Does the 7 glamping pods differentiate from static caravans, or would it give permission for a caravan site.</li> <li>• As a camp site it would be contrary to policy due to location in flood zone and conservation area.</li> <li>• Any conditions of approval need to adhere to recommendations in the FRA.</li> <li>• when lake built, the spoil was probably piled onto the</li> </ul>

	<p>banks and the island formed a raised area. Therefore infill of lake should first be taken from the surrounding heightened land.</p> <ul style="list-style-type: none"> <li>• doubt over the boundary claimed by the applicant on the green road forming the western boundary</li> <li>• suitability of access over the bridge needs to be taken into account. A traffic management system for the railway may be necessary during construction.</li> <li>• Need appropriate materials due to location near listed buildings and the castle etc.</li> <li>• Is there appropriate mains sewage connection for the glamping?</li> <li>• surely can't re-designate access as a dedicated footpath if it is a Byeway Open to All Traffic. (BOAT).</li> </ul>
<p>Eden Blyth 4 Foundry Cottages Wrelton</p>	<ul style="list-style-type: none"> <li>• Incorporating glamping sets a precedent for overnight camping including tents, motor homes and caravans</li> <li>• conservation area, and large car park and potential caravan site is at odds with that.</li> <li>• how can site be accessed by those with mobility problems. On plan it shows it via Wells Walk, Old Beck Road and the access road to the NYMR car park, followed by the footbridge over the beck which is less than a 1m in width. The condition of these aren't good. as such how would a disabled person access town at night when the station gates are shut.</li> <li>• filling in the lake with imported material is pointless if the banks are made of material excavated when the lake was created.</li> </ul>
	<ul style="list-style-type: none"> <li>• Concern over use of crushed limestone. In wet weather it makes a mess of the road. Also can spaces be marked out?</li> <li>• Concern over some of the claims:</li> <li>• the lake has been re-stocked with fish to prevent the ingress of crayfish which will not share the water with trout.</li> <li>• have doubt that the development will increase the use of the train for access to the moors reducing the need to drive. This is unlikely due to the cost of a ticket.</li> <li>• Would like to see the application refused, but if granted recommend that overnight camping be excluded, and a suitable 24 hour access route be made fully accessible for disabled users. Also the land restored to its pre-fishing lake level, together with an appropriate form of paved sustainable drainage system for all hard surfaces.</li> </ul>
<p>Mr Heath Wakefield</p>	<p>The owners have used the lake as a car park for the last 2/3 years. Yorkshire does need a fishing lake. Once filled in, it is</p>

	gone for good. Need owners that are willing to spend time and money as well as running events.
Mrs Gascoyne 29B Underdiffe Pickering	It appears that a 32 max load on the bridge has been agreed by NYCC. The bridge is an old Victorian bridge built to take horses and carts, and not heavily loaded vehicles. It will have a serious impact on the future usage of the bridge. The works will involve hundreds of lorries crossing the bridge. Who will pay for the repair?
Mrs Gascoyne	<ul style="list-style-type: none"> <li>• Application should be rejected under delegated powers</li> <li>• Information better than last application but still insufficient to make a considered decision</li> <li>• Application purposely misleading</li> </ul>
Sara Bryon Scarborough	<ul style="list-style-type: none"> <li>• The access over a narrow hump backed bridge constructed for a horse and cart.</li> <li>• Have seen at first hand in the tourist season the chaos caused by cars and coaches backing onto the bridge to turn. With residents and other pedestrians trying to walk across with no pavement is dangerous.</li> <li>• Health and safety in relation to an un-gated crossing just over the bridge.</li> <li>• The car park will do nothing to relieve the congestion in town. It will be no more use for disabled because they will have to walk across the railway track and bridge with all the cars to get to the station.</li> <li>• There has been no traffic survey. No mention to traffic, access or assessment.</li> <li>• Many Councils are promoting Park and Ride schemes, Ryedale should be doing the same and not encouraging more congestion.</li> <li>• With poor access and no safe pedestrian access it is the worst location.</li> <li>• Believe that it will be used as a caravan site.</li> <li>• Not safe for families with young children</li> </ul>
M Scriven	<ul style="list-style-type: none"> <li>• Removing parking from in front of Scout hut leaves local people with nowhere else to park</li> <li>• where will local people park when car parks are shut</li> <li>• Will walking route be a white line or a pavement? When walking children it is very narrow.</li> </ul>
Mrs Gascoyne	<ul style="list-style-type: none"> <li>• still no additional report re bridge</li> <li>• still no information on who will be responsible for repairing the bridge</li> <li>• No swept analysis</li> <li>• a sign for Trout Lake already blocks visibility</li> <li>• Failed to connect to Main Sewer</li> </ul>

	<ul style="list-style-type: none"> <li>• substantial increase in sewage in beck should not be acceptable</li> <li>• SUDS application incomplete</li> <li>• Green house gases will not be reduced</li> <li>• glamping units will be highly inefficient</li> <li>• landscaping is indicative and will be eroded</li> <li>• statement states increased employment but reduction in staff</li> <li>• increased traffic over bridge</li> <li>• those affected by traffic should have re-instated parking lost from Station car Park approach.</li> </ul>
Eden Blyth	<ul style="list-style-type: none"> <li>• Applicant states proper sewage connection is too expensive so proposing package treatment plant in a flood plain</li> <li>• latest photographs show why Wells Walk (muddy) and Park Street/Underdiffe not acceptable. not suitable for wheelchair users.</li> <li>• Glamping a planning precedent</li> <li>• a new grass sown roadway to second crossing. Are NYMR aware</li> <li>• local evacuation route dips down. How can it be safe?</li> <li>• Recommend refusal/</li> </ul>
Mrs Jackson Gould 23 Park Street Pickering	<ul style="list-style-type: none"> <li>• Register objections</li> </ul>
A J Gascoyne	<ul style="list-style-type: none"> <li>• In flood risk area</li> <li>• risk of contamination of river and water course</li> <li>• how big will treatment plant have to be to accommodate camping, large house and 1264 pedestrians a day.</li> <li>• health and safety to pedestrians, push chairs etc.</li> <li>• is road large enough to accommodate two full car parks emptying at same time? No</li> <li>• If you manage to get to Underdiffe in a wheelchair it is not safe</li> <li>• will the bridge rail track and roads cope with lorries needed to fill the lake</li> <li>• Can the road on Underdiffe and Park street cope</li> <li>• suggest Park and ride.</li> </ul>
Mr Kimmings 14 Garden	<ul style="list-style-type: none"> <li>• Access via level crossing. Usage would exceed recommended numbers on an open crossing</li> <li>• Including the camping, the number over summer must be exceeded</li> <li>• location of crossing close to junction, and fact that development will increase footfall over crossing are risks that need to be taken into account.</li> </ul>
Mrs Atkinson	<ul style="list-style-type: none"> <li>• previous plans objections still stand</li> </ul>

Park Street Pickering	<ul style="list-style-type: none"> <li>• Having experienced another summer of volume of traffic, feelings have intensified</li> <li>• Park Street is a fast and bending road and before long with or without extra parking, there is going to be a serious accident.</li> </ul>
Mr Bridges	<ul style="list-style-type: none"> <li>• it will considerably change the beautiful outlook from our property, which contributes to its value.</li> <li>• Additional noise will be generated by the development especially if entertainment for the glampers is to be provided or if they licence the cafe</li> <li>• anti social behaviour from glamping units or visitor centre.</li> <li>• It will dramatically change views from Rookers Field and increase noise levels for residents of Pickering as well as ourselves</li> <li>• will seek re-evaluation of Council tax payment if it goes ahead.</li> </ul>
<b>SUPPORT</b>	
Mr Leadbetter Clock Cottages Gloucestershire	<ul style="list-style-type: none"> <li>• obvious a number of statutory consultees have not visited the site</li> <li>• the lake cannot be seen from the castle, and there is an existing security fence obscuring the view</li> <li>• EA are the same, for the applicant to connect to mains they would need to go under mill race before being pumped up to the mains</li> <li>• revised plans are very detailed</li> <li>• extensive planting will screen the site</li> <li>• traffic assessment is very good and Pickering desperately needs a car park</li> <li>• it is previously developed land</li> </ul>
Miss A Chambers	<p>Full support:</p> <ul style="list-style-type: none"> <li>• Self employed business person from the Ryedale area, it is important to keep developing our area with suitable enterprises that will be beneficial to the people of Ryedale, and the tourists many of us make our livings from.</li> <li>• Changing the use will be great for the area and problem of parking in Pickering.</li> <li>• Landscaping and development of the buildings will be in keeping with Pickering</li> <li>• the glamping units would be a nice feature and in keeping with the railway</li> <li>• on basis of health and safety the car park will reduce traffic around the town.</li> </ul>
Mr Barr	<ul style="list-style-type: none"> <li>• Redevelopment will be beneficial for the tourists of</li> </ul>

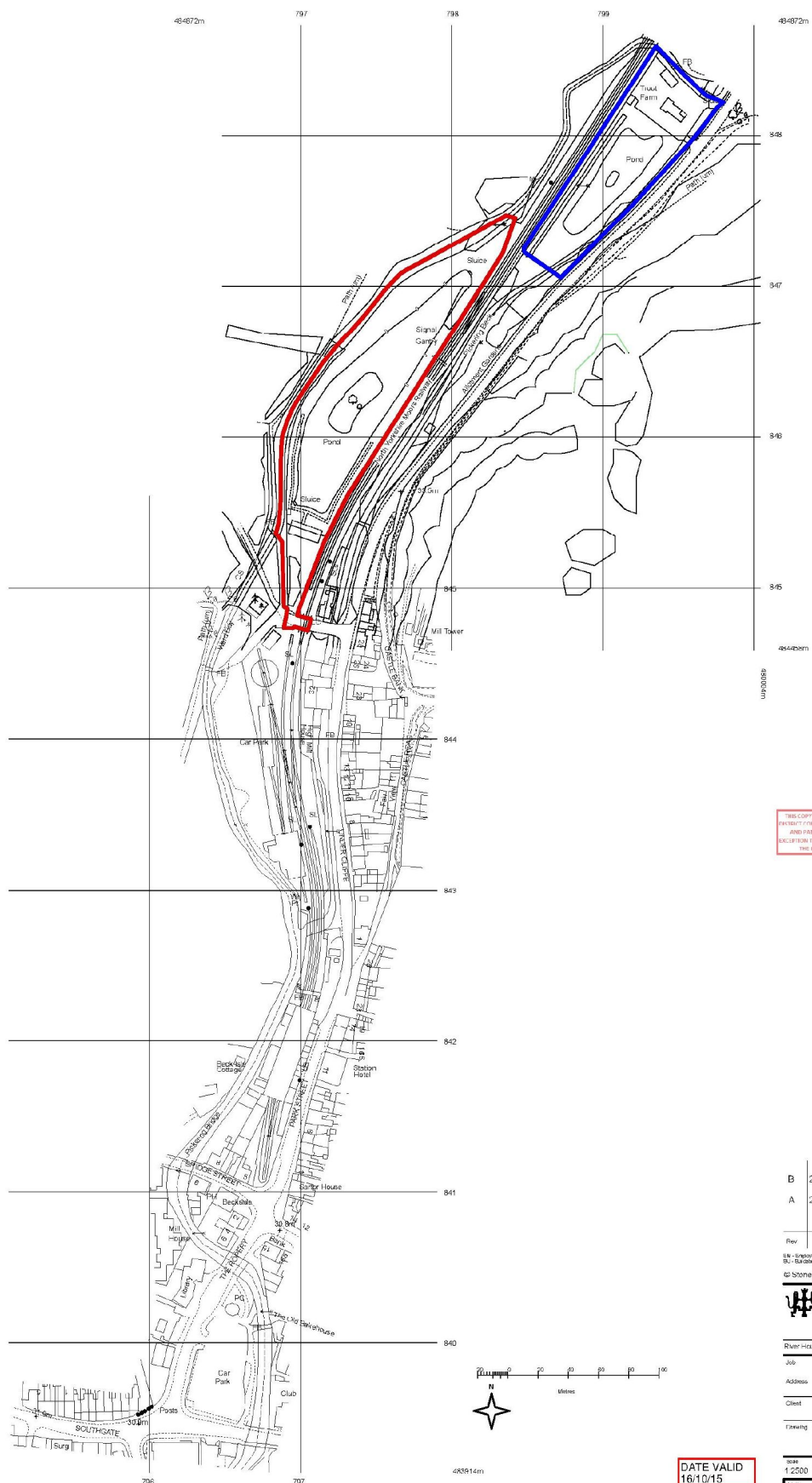
<p>Orchard Lodge Middleton</p>	<p>Pickering and the people in the local area.</p> <ul style="list-style-type: none"> <li>• the current facilities regarding parking and railway access are insufficient</li> <li>• lack of suitable parking for tourists which cause high levels of traffic congestion</li> <li>• there is no method of showing that the current car park is full. This causes traffic to bottleneck round the level crossing. This is inherently dangerous and has caused trains to emergency stop on multiple occasions. It would be reckless to allow this to continue with a viable solution present.</li> <li>• The increased capacity on the redeveloped trout site would completely eradicate these problems, easing congestion and preventing the possibility of stationary traffic on the railway line.</li> <li>• A car park closer to the railway would make access for tourists easier, and negate the requirement to walk down the pavement on New Bridge which is frequently used by Quarry lorries.</li> <li>• the redevelopment is in keeping with the railway theme.</li> <li>• the camping units would increase tourist levels in Pickering to the benefit of the local economy.</li> </ul>
<p>Mr and Mrs Atkins Cliffe Cottage, Terrington,</p>	<p>Increased Parking</p> <ul style="list-style-type: none"> <li>• The proposed parking would alleviate the terrible congestion and parking crisis which makes the town centre congested and causes havoc for locals and tourists. Public transport is limited, and the majority of users of the railway need to arrive by car and currently have difficulty parking. The proposed increase would make it possible to use the steam railway more regularly and to promote the new facility to others.</li> </ul> <p>Attractive Railway Themed cafe with Model Railway</p> <ul style="list-style-type: none"> <li>• The railway themed cafe will complement the NYMR, and become an attraction in its own right</li> <li>• the new attraction would enhance the user attraction and points of interest.</li> <li>• The development will compliment the Reussner Learning Centre and other shops and cafes at the station</li> <li>• support the proposal to improve safer routes to the railway</li> <li>• in support of extending their experience by staying in one of the proposed goods vans which "would be an amazing experience for our family who are train mad"</li> </ul>
<p>Mr Colley</p>	<ul style="list-style-type: none"> <li>• As a local business owner and someone who lives in</li> </ul>

<p>21 Kingfisher Drive Pickering</p>	<p>Pickering, the town is in need of a really good car park.</p> <ul style="list-style-type: none"> <li>• Safer than people parking on Pickering's narrow streets.</li> <li>• Will help the North Yorkshire Moors Railway.</li> <li>• Shop and cafe for those coming off the train will be great</li> <li>• Pickering will not get many chances like this to use land in its centre for a really good sized car park</li> <li>• A great opportunity</li> </ul>
<p>Mrs J Smith The Brow Leavening</p>	<ul style="list-style-type: none"> <li>• The railway is very short of parking. The existing one is often full by 9am</li> <li>• The congestion used to be bad until the lake opened up its banks this year</li> <li>• Not aware of problems this year on the crossing or the main road, because it is managed by the fishing lake staff.</li> <li>• If I go on the train I want to park near the railway. If another parking area is available, I will still check the railway didn't have spaces first</li> <li>• makes sense to have a much needed 'overflow' car park in this location</li> <li>• design of car park looks very attractive</li> <li>• the new building will be an improvement on the concrete 80's build. The new building fits into its surroundings much better with its orientation and engine shed styling</li> <li>• This application will be of financial benefit for the tourism industry in this area.</li> <li>• People staying and looking around Pickering rather than not being able to park and then leaving.</li> </ul>
<p>Mr M Jones Cefn Y Gader, Fron Gader caemarfon</p>	<ul style="list-style-type: none"> <li>• As a regular visitor to Ryedale and Pickering, I can see this being a benefit to the town and enhancing existing facilities.</li> </ul>
<p>Mrs Bennett IBN Cottage Amotherby</p>	<ul style="list-style-type: none"> <li>• Provision for much needed parking for the town</li> <li>• parking provides easy and safe access to the tourist attraction of the NYMR</li> <li>• The extra parking reduces congestion and traffic in the main town centre making the centre a safer place</li> <li>• It will be a well presented building in keeping with the surrounding area and railway buildings</li> <li>• Provision of much needed public toilets at this end of town</li> <li>• trading at the site will encourage further tourism with much needed financial economics boosting other local trades and industry.</li> <li>• bring the site into the modern era with excellent facilities and landscaping</li> </ul>



<p>W Swan Arndiffe Cottage Sackleton</p>	<ul style="list-style-type: none"> <li>• This car park will be essential to Pickering and the railway. Tourism is a large employer of this town.</li> <li>• The landscaped car park will look very attractive</li> <li>• the glamping units are a unique addition.</li> </ul>
<p>Mrs S Smith</p>	<ul style="list-style-type: none"> <li>• Issues raised in relation to traffic are difficult to understand as the traffic is already coming</li> <li>• if the applicants didn't accommodate the parkers it would result in more movements back and forth</li> <li>• If the site closes there will be thousands of new traffic movements up and down Underdiffe and through the Vivis Lane junction with people looking for spaces.</li> <li>• The bridge has a weight limit imposed by NYCC which takes into account repeated use. The bridge can be temporarily strengthened whilst work goes on.</li> <li>• Nearly all visitors parking there are railway customers. Improved signage will stop people crossing the bridge and road.</li> <li>• The railway crossing is protected</li> <li>• The project will remove people from the town centre.</li> </ul>
<p>Mrs Ripley Dunswell Hull</p>	<ul style="list-style-type: none"> <li>• This is a much needed facility for the Pickering area, bringing revenue for the local economy</li> <li>• parking will reduce the need for on street parking for tourists</li> <li>• the existing lakes are in decline and the landscaped facility will provide an aesthetically pleasing facility</li> <li>• the glamping will provide a new and exciting venture</li> <li>• Pickering has limited space for meetings</li> <li>• inclusion of roads and pathways will reduce issues around main access</li> </ul>
<p>Mrs Y Morris 25 Underdiffe Pickering</p>	<ul style="list-style-type: none"> <li>• support application as it builds on the area's existing tourism provision, and supports expenditure</li> <li>• The area will be screened from neighbouring properties by existing trees</li> <li>• planned buildings in keeping with locality and will enhance visitor experience.</li> </ul>
<p>Mr William Morris 25 Underdiffe Pickering</p>	<ul style="list-style-type: none"> <li>• Better use of the area, providing much needed parking close to centre of Pickering</li> <li>• possible employment for local residents and tourism industry</li> <li>• Area is well screened for the majority of local residents and increase in traffic will be minimal.</li> </ul>

<p>Mr S Grantham Dyon Bubwith</p>	<ul style="list-style-type: none"> <li>• the proposal will enhance the facilities available at the site, and make it more attractive to visitors.</li> <li>• more revenue to area</li> <li>• relieve pressure on existing parking</li> </ul>
<p>Jeff Taylor Goddard Avenue Hull</p>	<ul style="list-style-type: none"> <li>• Visit Pickering regularly mainly for short stays which involves use of facilities in Pickering.</li> <li>• Glamping units and parking spaces would add to the facilities</li> <li>• It will add to facilities in Pickering</li> <li>• Have struggled to park</li> <li>• Pickering is widely recognised as a tourist destination and needs to have facilities for the 21st Century.</li> </ul>
<p>North Yorkshire Moors Railway</p>	<ul style="list-style-type: none"> <li>• Supports the operation of the railway by providing much needed peak season parking and associated facilities</li> <li>• The development will provide safe conveyance of pedestrians over a continuous level route to the station</li> <li>• the car park will assist in clearing the approaches to the crossing</li> <li>• the re-design of the private road will separate vehicular and pedestrian traffic</li> <li>• the development will provide an opportunity for both parties to jointly address improved signage</li> </ul>
<p>Vale of Pickering Scout Group</p>	<ul style="list-style-type: none"> <li>• Support application. Works will benefit immediate area and economic vitality of Pickering</li> <li>• Provision of long stay car parking will eliminate current merry go round situation during peak seasons</li> <li>• have good and mutually supportive working relationship with Moorland Trout Farms.</li> <li>• There are no agreements in place with private individuals for parking on the lane, they are for use by those on scout business</li> <li>• a contract is in place with applicant to allow safe passage of a demarcated footpath with no parking allowed.</li> <li>• This will enhance overall visitor reception and improve public footpath.</li> </ul>



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## PLANNING

Rev	Date	Drawn / Checkd	Description
B	27/1/15	JC	Additional area added
A	22/1/15	JC	Boundary line altered to centre of brook

Rev	Date	Drawn / Checkd	Description
1	16/10/15	JC	Final plan for planning

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**STONE & BEAN ASSOCIATES**  
 ARCHITECTS AND LANDSCAPE DESIGNERS  
 01853 8981 00  
 ry@stoneandbean.co.uk  
 www.stoneandbean.co.uk

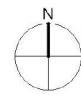
River House, Carpenter's Yard, Malton, YO17 7DY

Job	Proposed Reception Building & Carpark
Address	Horsing, Trout Lake, Hexthorpe Road, Horsing
Client	Moorland Trout Farms
Drawing	Location Plan

Scale	1:2500	Date	28/1/14	Drawn	JC	Checked	JC
Sheet	4258	Drawn	EX10	Sheet No	01	Drawn	B
				Sheet Size			A3

DATE VALID  
16/10/15



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## PLANNING

Rev	Date	Drawn / Check	Description
C	05/10/15	MP	Pedestrian access added
B	27/1/15	JC	Additional area added
A	22/1/15	JC	Boundary line altered to centre of back

EN - Employer projects/over CL - Client projects/over BR - Consultant  
 RL - Stakeholder / Client projects/over BR/Client Authority  
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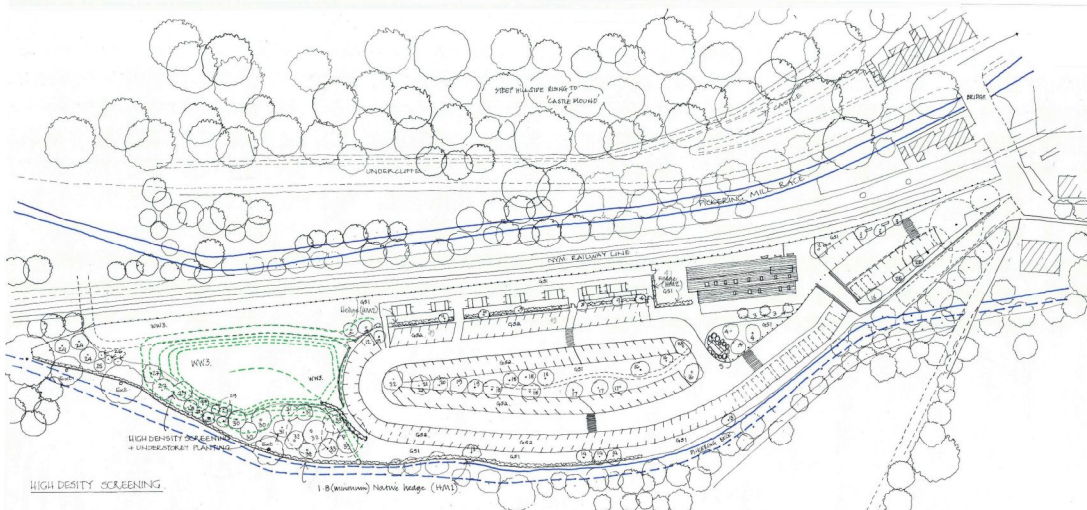
**STONE & BEAN ASSOCIATES**  
 ARCHITECTS AND LANDSCAPE DESIGNERS  
 01633 6981 00  
 ry@stoneandbean.co.uk  
 www.stoneandbean.co.uk

River House, Carpenter's Yard, Malton, YO17 7DY  
 Job: Proposed Reception Building & Carpark  
 Address: Hocking Trout Lake, Newbridge Road, Hocking, YO18 8JL  
 Client: Moorland Trout Farms  
 Drawing: Location Plan showing pedestrian route to the Train Station

Scale	Date	Drawn	Check
1:2500	28/11/14	MP	BS
Drawn	Check	Issue	Rev
4258	AR10	01	C A3

**DATE VALID**  
 16/10/15

SBA Internal Code Ref: 4258\_Proposed.rvt 14.0.rvt



**TREE PLANTING SPECIFICS (Numerical on drawing)**

Tree No	Latin Name	Common Name	Speciation / Size	Nº of Trees
1	Chamaecyparis	Common Juniper	Spec. Root 4/8 4/8	5
2	Sorbus aucuparia	Common Rowan	Spec. Root 100-150 cm	1
3	Sorbus aucuparia	Common Rowan	Spec. Root 100-150 cm	1
4	Sorbus aucuparia	Common Rowan	Spec. Root 100-150 cm	1
5	Sorbus aucuparia	Common Rowan	Spec. Root 100-150 cm	1
6	Sorbus aucuparia	Common Rowan	Spec. Root 100-150 cm	1
7	Sorbus aucuparia	Common Rowan	Spec. Root 100-150 cm	1
8	Sorbus aucuparia	Common Rowan	Spec. Root 100-150 cm	1
9	Sorbus aucuparia	Common Rowan	Spec. Root 100-150 cm	1
10	Sorbus aucuparia	Common Rowan	Spec. Root 100-150 cm	1
11	Sorbus aucuparia	Common Rowan	Spec. Root 100-150 cm	1
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23	Sorbus aucuparia	Common Rowan	Spec. Root 100-150 cm	1
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28	Sorbus aucuparia	Common Rowan	Spec. Root 100-150 cm	1
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31	Sorbus aucuparia	Common Rowan	Spec. Root 100-150 cm	1
32	Sorbus aucuparia	Common Rowan	Spec. Root 100-150 cm	1
33	Sorbus aucuparia	Common Rowan	Spec. Root 100-150 cm	1
34	Sorbus aucuparia	Common Rowan	Spec. Root 100-150 cm	1
35	Sorbus aucuparia	Common Rowan	Spec. Root 100-150 cm	1



**UNDERSTOREY PLANTING (Ref High Density Screening)**

Small species: Green Willow 40-60 cm 1+1 15 No.  
 Cornus avellana Hazel 40-60 cm 1+1 20 No.  
 Ilex aquifolium Holly 20-30 cm 20-25 No.  
 Ruscus aculeatus Dog Rose 40-60 cm 1+1 15 No.  
 Prunella sp. Slat 40-60 cm 1+1 25 No.  
 Semanotus nigra Elder 40-60 cm 1+1 20 No.

All understorey shrubs planted at widest dimensions approx. 1-2 metres apart in drifts or banks a minimum of 5 plants.

All to be planted with a maximum weight cane x 60 cm spiral guard (slat) Ilex Aquifolium (Holly) to be planted with a 60 cm spiral guard with 2 canes x fixed to cane with cable ties.

All plants / transplants not planted below then slit planted.

**WETLAND WILDFLOWER MIX ON CLAY SOIL (WWS)**

Yellow	2.00	%
Lady's Bedstraw	1.00	
Meadow Cranesbill	1.00	
Pink Scabiosa	0.10	
Meadow Vetchling	1.00	
Round-headed Fleabane	1.00	
Cornflower	1.00	
Bluebell	0.10	
Maize	1.10	
Quail	0.10	
Stachys	1.00	
Meadow Buttercup	1.00	
Yellow Ranunculus	1.00	
Black Chrysanthemum	1.00	
Stemmed Cranesbill	1.00	
Crabgrass	1.00	
Plantain	1.00	
Small-leaved Thistle	1.00	
Swamp Verbain Grass (Calyculid)	1.00	
Yellow Cuckoo Grass	1.00	
Common Broomrape	1.00	

Sowing rate @ 4-5 gms per m².

**NATIVE HEDGE MIXTURE (HM1)**

Plants to be planted in a double row Rows to be 300 mm apart

50 plants per meter in one offset staggered row

All plants to be planted with a maximum weight cane and a 60 cm spiral guard (slat)

Hedges to be maintained weed free as a 1 metre wide strip; the vegetation should be treated with a HTM1 system.

The agreement to take all steps to avoid spray drift going on to other nearby planted species

Apply: August - April - May & August - September

Species:

Chamaecyparis	75%	1+1	40-60 cm	150 No
Larix	25%	1+1	40-60 cm	75 No
Ilex aquifolium	5%	1+1	40-60 cm	15 No
Rosa Canina	5%	1+1	40-60 cm	15 No
Cornus avellana	5%	1+1	40-60 cm	15 No

**BEECH HEDGE (Fagus sylvatica) (HM2)**

A Beech hedge to be planted adjacent to glamping units x amenity building

Fagus sylvatica Common Beech 1+2 60-80 cm 200 No

All plants to be planted with a maximum weight cane and a 60 cm spiral guard (slat)

All plants to be not associated with grasses at 60 cm with two maximum weight canes fixed with cable ties

All trees planted with a 20-25mm barbed wire, attached to the crest of the tree

Two 10' steps per tree fixed with a galvanised (stainless steel) (10' length of planting compass per tree, placed in 10' planting step) to each tree

All trees to have a 50cm clear ground radius

5 trees @ 4-5 cm circumference @ 1 metre

**SRA**

Landscaping & Garden Design - Consultancy - Planning

The Studio, 2nd Floor, 100-102, North Street, Northampton, NN1 7 8DF

01603 720077 / 720077

Email: enquiries@sra-design.co.uk

Drawn by: Date: 13.10.15 Scale: 1:500

Checked by: SB / MM

Project No: 4258\_3.06\_AR20\_01\_A1

Proposed Amenity Building and Car Park

Pickering Trout Lake, Pickering, YO18 8JH

DATE VALID 16/10/15

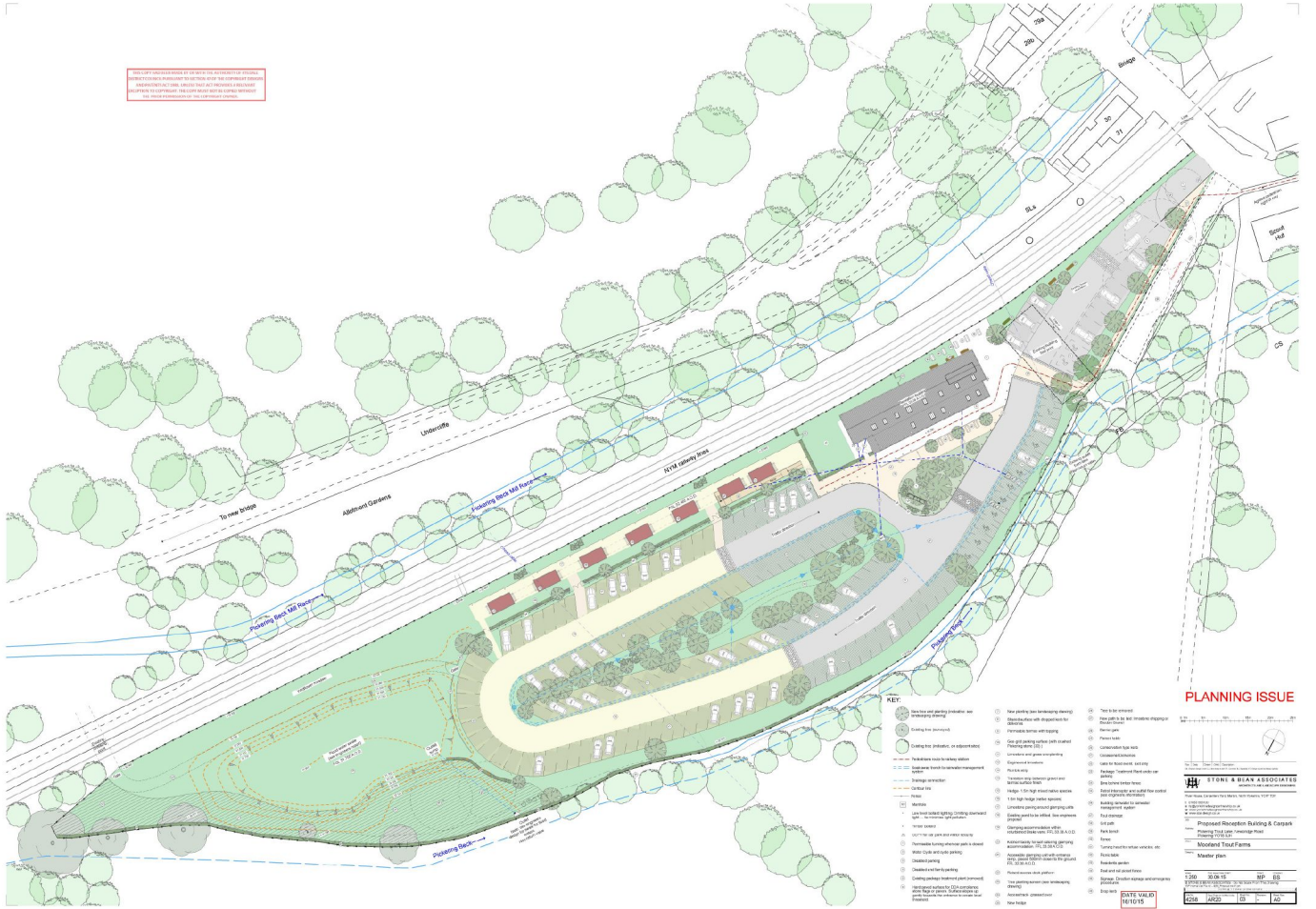




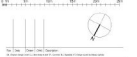
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 ARCHITECTS AND LANDSCAPE ARCHITECTS  
 The Studio, The Studio Group, Medical, North Woodgate, TQ17 7JL  
 t: 01802 848800  
 e: stoneandbean@bt.com  
 w: www.stoneandbean.co.uk  
 Proposed Reception Building & Carpark  
 Moorland Trout Farms, Avening Road, Avening, TQ17 8JN  
 Client: Moorland Trout Farms  
 Status: Site as existing  
 Scale: 1:500  
 Date: 11 Dec 14  
 Drawn: JC  
 Checked: JC  
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 Date: 11 Dec 2014  
 Job No: 4258  
 Drawing No: A550  
 Scale: 1:500  
 Status: AT  
**DATE VALID 16/10/15**

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**PLANNING ISSUE**



**HAFFNER ENGINEERING ASSOCIATES**  
 1000 N. GARDNER STREET  
 SUITE 100  
 ST. LOUIS, MISSOURI 63102  
 TEL: 314.433.1111  
 FAX: 314.433.1112  
 WWW.HAFFNERENGINEERING.COM

**PROPOSED SOCIETY BUILDING & CARPARK**  
 UTTERVILLE, MISSOURI

**Master plan**

**DATE VALID**  
 10/15/15

**DATE**  
 10/15/15

## Rachel Smith

---

**From:** Margaret Mackinder [margaret@sbamail.co.uk]  
**Sent:** 07 December 2015 10:35  
**To:** Rachel Smith  
**Cc:** Alex O'Donnell  
**Subject:** Ref 15/01180/MFUL. Pickering Trout Lake ( Resent information first sent on 12/11/2015)  
**Attachments:** 4258 GA20\_01\_Draft. Flood evacuation plan.pdf

Dear Mrs Smith

I write in response to the consultation response from the Council's Environment Health Officer, Serena Williams and can answer the points she raises as follows:

You will appreciate that the brake vans as ex-railway rolling stock will be sourced according to availability and may differ very slightly in design, but will be broadly as per the illustrations already submitted with the application. They are constructed of timber on metal framework supported on a metal framed platform and wheeled chassis, the platform floor being raised 1200 mm above ground level as stated in the Design and Access statement.

It is the applicant's intention to insulate the external walls floors and ceilings of the vans with high performance insulation such as Kingspan Kooltherm. There will be a glazed viewing panel using existing vent openings in the sides of the brake vans facing eastwards on to the railway line.

Each brake van is intended to give basic good value camping shelter and will be fitted out with twin or double bunks for sleeping with basic furniture such as a table. Electric lighting will be provided and 13 amp sockets will be provided. The spaces are relatively small and would be unsuitable for wood burning stoves, so small electric panel heaters seem to be the most practical and safest form of heating envisaged at this stage.

Access into each of the units will be via a small set of steps with a fixed handrail. The wheelchair accessible units sited nearest to the amenity building will be served by a ramp shared between the two units as shown on the submitted site plan.

Toilets and showers will be available in the nearby new Amenity building. The proposed facilities also include a wheelchair accessible shower room with toilet. Users of the glamping units will be given a key on arrival to enable them to use the separately designated facilities at all times of the day and night. External lighting will be provided during hours of darkness by low level bollard light fittings illuminating the pathway to the amenity building. Hot and cold running water will be available in the building.

Parking will be designated for the users of the units nearby in the nearest row of parking spaces to the units.

Evacuation in the case of flooding will be organised as follows: there will be designated recipients of Environment Agency Flood warning information available at all times. All users of the glamping units will be given written instructions on arrival informing them of evacuation procedures if warnings are given, relevant muster points and means of vacating the site safely. The applicant has discussed the means of evacuation in some detail with the Environment Agency's Flood Resistance Officer and a final flood evacuation will be completed when the identity of the responsible individuals is known. We are forwarding a site plan with this email indicating muster points and directions for leaving the site. Please appreciate that this is still in draft until firm information about contacts etc. can be added.



---

It is proposed that the glamping units should be made available for letting all year round. It is anticipated that the units will attract railways enthusiasts, and there is likely to be seasonal variation in occupation, with interest linked to events on the North York Moors Railway which operates at different levels of intensity throughout the year. The railway is at its busiest during the main spring to autumn operating period, but with special events at other times.

I hope that this email provides the information that is required, but please contact me if you have any queries.

Yours sincerely

Margaret  
Margaret Mackinder RIBA

For and on behalf of  
Stone and Associates  
RIBA Chartered Architects & Designers

01653 696 100  
[www.stone.associates](http://www.stone.associates)

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## **Warning! Area of HIGH Flood Risk**

### **The New Engine Shed, Parking and Brake Van glamping site**

- Be aware you are in a high risk flood zone and a Flood Management Plan and Flood Monitoring Plan (FMP) is in place at this site.
- This business is registered with the Environment Agency's Flood Warning and Flood Alert System.
- Please familiarize yourselves with the meanings of the various Environment Agency levels of alertness and what to do in the event of a likely flood.
- Flood evacuation routes and actions are identified on the main building notice board and on signs around the site.
- Visitors to the New Engine Shed follow the instructions posted inside the building foyer and the instructions of staff.
- Occupants of the railway brake van glamping units follow the instructions posted in those units and included in your welcome pack and the instructions of site staff.
- Live River Levels and predicted rainfall and daily weather are displayed on a dedicated monitor inside the main building foyer and on the main notice board on the side of the main building.
- If in doubt, ASK!

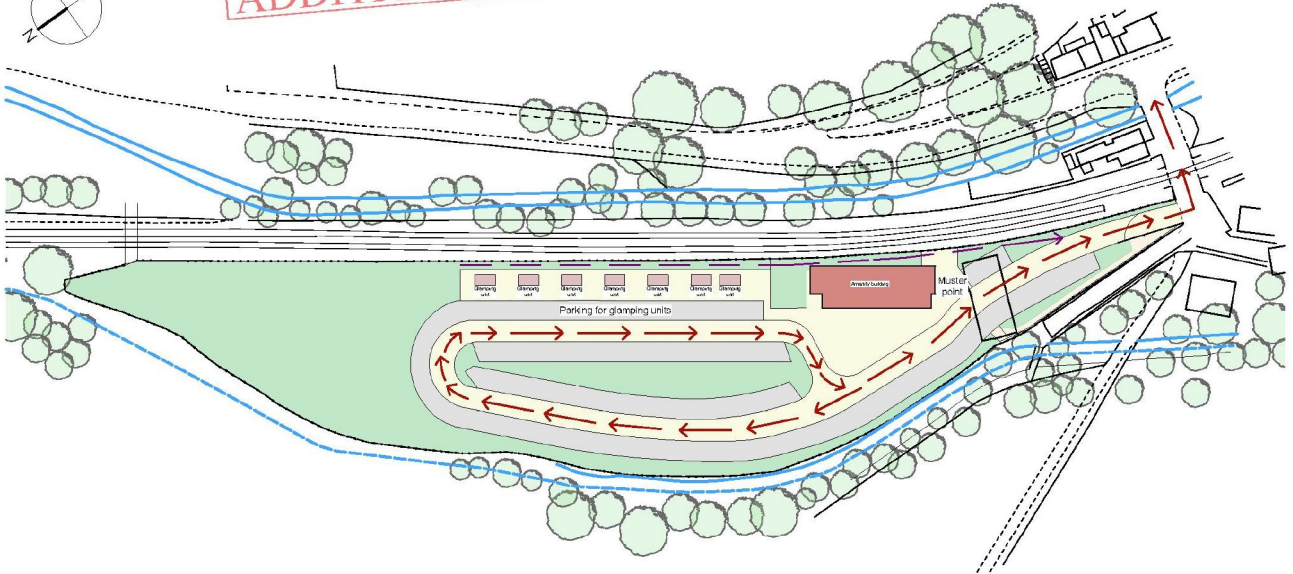
**Environment Agency Floodline 0845 988 1188**



The New Engine Shed, Newbridge Road, Pickering, North Yorkshire YO18 8JJ

# ADDITIONAL PLAN

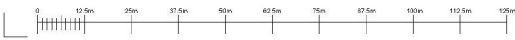
YDP Internal Cad File ref. - 4268\_Proposed mk-dt-ph



Key:  
 Direction of escape  
 Pedestrian escape route

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- Notes:
- Designated food warden to be available on site at all times to receive Environment Agency Flood warnings.
  - Notice boards on site to give details of emergency procedures.
  - All occupants of glamping units to be given written details of food evacuation procedures on arrival on site.
  - Notices detailing flood evacuation procedures to be displayed in each glamping unit with any other safety information.



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**STONE & BEAN ASSOCIATES**  
 ARCHITECTS AND DESIGNERS  
 01653 692100  
 ny@yorkshiredesignpartnership.co.uk  
 www.yorkshiredesignpartnership.co.uk

River House, Carpenters Yard, Malton, YO17 7DY

Job: Proposed Reception Building & Carpark

Address: Pickering Trout Lake, Newbridge Road, Pickering, YO18 8JL

Client: Moorland Trout Farms

Drawing: Draft, Flood evacuation plan

Scale: 1:1250  
 Date: 05.11.15  
 Drawn: MP  
 Check: MM

DATE	07/12/15
Issue	4268
Design Code	GA20
Drawn	01
Checked	-
Scale	A4



**PICKERING TROUT LAKE, UNDERCLIFFE, PICKERING, YO18 8JJ**

**Infilling of fishing lake with change of use of land to form a 158 no. space car park with siting of 7 no glamping units etc. and erection of service building etc. ....and associated works . Ref no 15/01180/MFUL**

**PROPOSED PROGRAMME FOR PROJECT SITE DEVELOPMENT**

**Phase 1**

Discharge all relevant conditions in planning consent and agree in writing  
These may be required to be confirmed by written agreement before work commences.

‘Commencement ‘ to be taking down western end of existing shop building to enable two way temporary access road and footpath to be constructed. Rest of building to be retained as temporary domestic residence for applicant with temporary enclosure for secure amenity space.

Empty fishing lake and block off and seal inlet permanently.

Create temporary access road.

Bring in infill material via railway and road; level and landscape to required levels over whole site, including flood resilience swale at northern end of site. Lay protective membranes to engineer’s specification.

Put in all underground services and drainage including treatment plant and fuel interception pipework and chambers to engineer’s specification. Install ground source heat pump.

Carry out all landscaping and planting of tree screening around perimeter and at northern end of site ( above line A-A) in the first available planting season. Complete all landscaping up to designated line for Phase 1 as shown on Construction Phasing drawing.

Provisionally install standings for glamping units to allow for siting of units when procured.  
( Not for occupation at this stage. )

Remove perimeter security fence adjoining railway and replace with new timber post and rail fencing and erect birdsmouth fencing to block off grassed swale area from traffic.

Complete surface and barrier material to all trafficked areas including parking to northern section of site in full, so that car parking in northern section of the site can be opened for use for economic reasons. Southern section of car park to be completed as later phase.

Connect northern parking area to access with temporary surface roadway for visitor parking, connected to fuel interception system.

Install temporary site management / car park management hut in position shown on drawing .

Estimated completion of Phase 1 at 15 months from site commencement.

#### **Phase 2**

(On completion of Phase 1, unless otherwise agreed in writing. )

Construct Visitor Centre.

Bring in glamping unit vehicles as sourced and procured. These to be off-loaded from railway by crane and positioned as available for conversion in a later phase.

Estimated time to complete Phase 2 is 18 months ( i.e. 33 months from site commencement)

#### **Phase 3.**

( on completion of Phase 3 unless otherwise agreed in writing ).

Demolish rest of existing building

Complete all car park construction and surfacing and put all agreed final signage in place.

Complete any remaining planting over rest of site, ( This is dependent on season.)

Open visitor Centre.

#### **Phase 4.**

Complete installation and conversion of glamping units

Estimated time to complete Phases 3 and 4 is 9 months ( i.e. 42 months from site commencement.)

#### **Timescale**

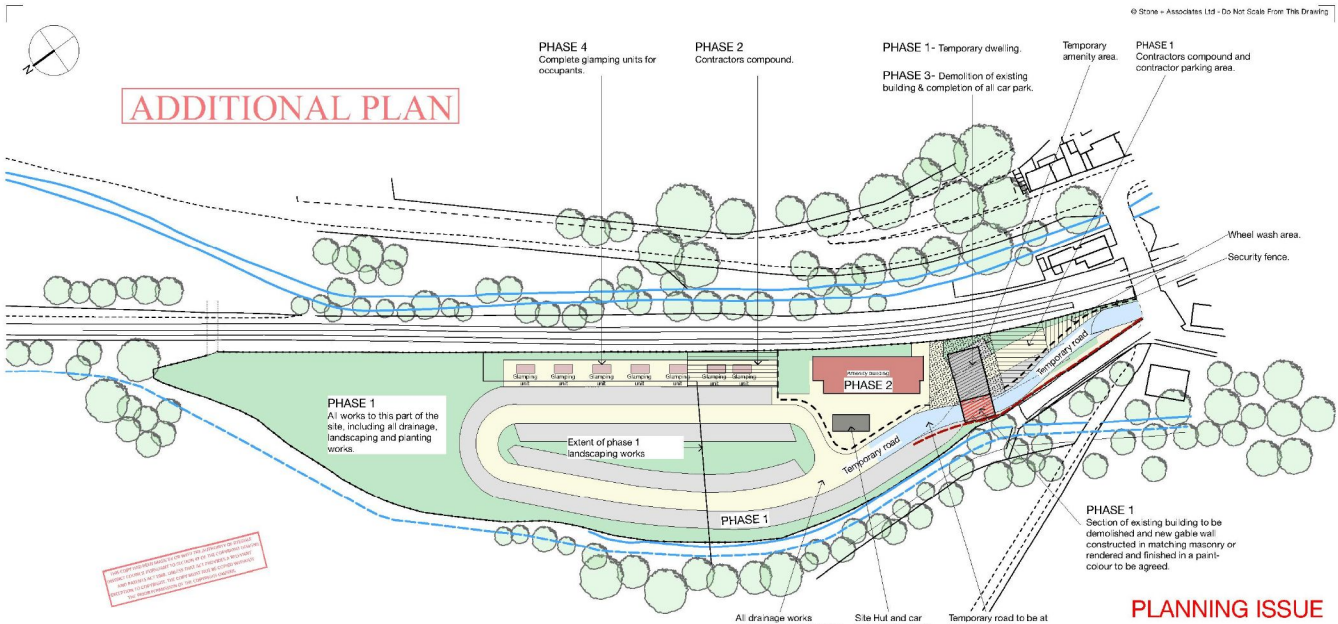
Dependant on site start time it is hoped to get the car park operational in part from 2016 with a target completion date in later 2018.

Proposed opening hours for car park etc. 8 a.m. to 8 p.m. other than for users of glamping units when these are installed and finally completed.

---

4258\_1.05\_MM. 22<sup>nd</sup> January 2016 ( 2 page document) Rev. C.





**ADDITIONAL PLAN**

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**Indicative plan for construction phasing and temporary site works only:**  
See detailed plan no 4258\_AR20\_D3\_A0 for full details of work to be carried out.

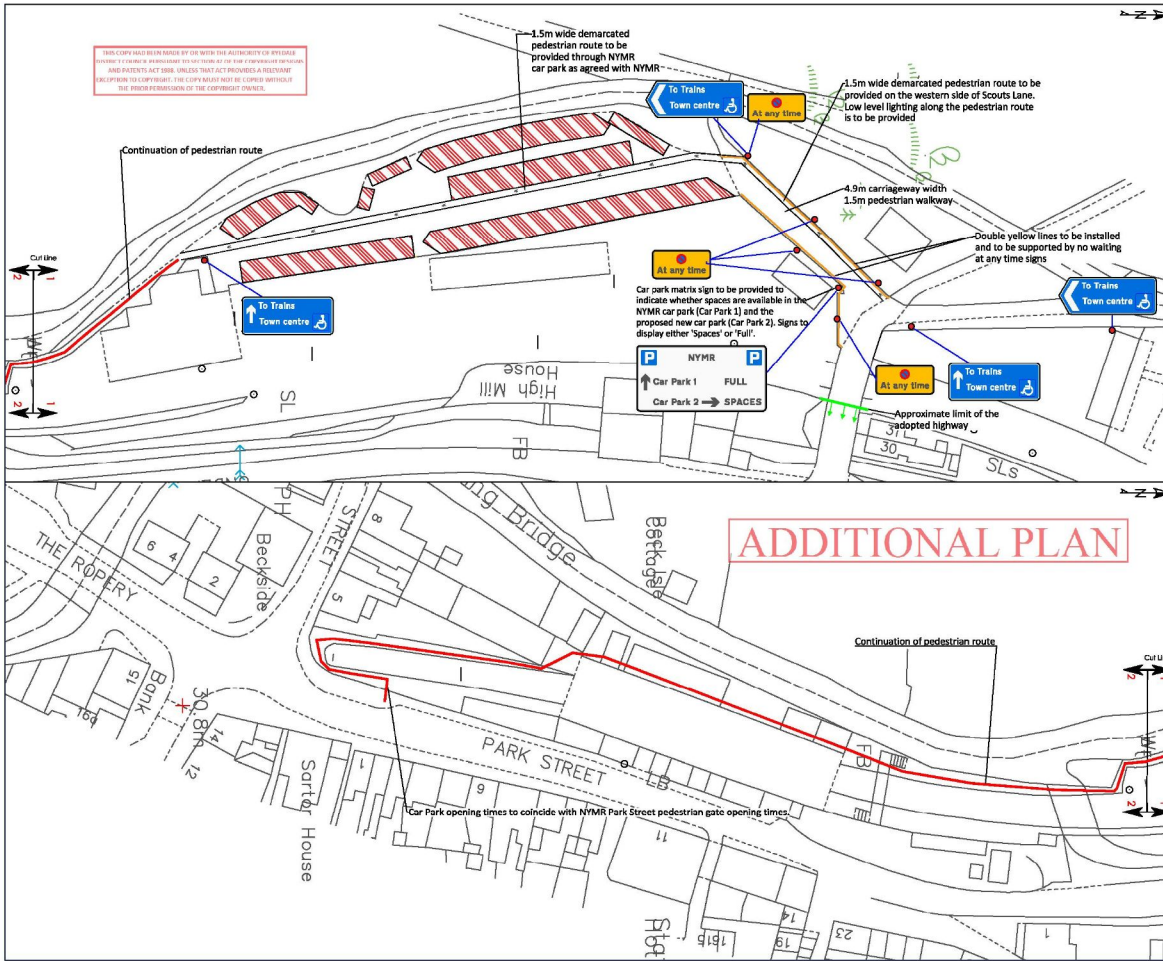
**N.B. to be read in conjunction with written development programme dated 22/12/2015.**

- KEY:**
- ..... Final line of proposed road/parking spaces.
  - Temporary pedestrian route.
  - - - Security fence.



**PLANNING ISSUE**

A	19.01.15	M7101	Abolition of roadworks on site
Rev:	01	19.01.15	Issued
By:	Mickie Hughes, MSc, BSc, Dip. Eng., M. Inst. M., C. Inst. M., C. Inst. P., C. Inst. S., C. Inst. T., C. Inst. U., C. Inst. V., C. Inst. W., C. Inst. X., C. Inst. Y., C. Inst. Z.		
By:	Mickie Hughes, MSc, BSc, Dip. Eng., M. Inst. M., C. Inst. M., C. Inst. P., C. Inst. S., C. Inst. T., C. Inst. U., C. Inst. V., C. Inst. W., C. Inst. X., C. Inst. Y., C. Inst. Z.		
<b>STONE + ASSOCIATES</b> ARCHITECTS AND ENGINEERS			
The Square, 70 Saville Street, Milton, North Yorkshire, YO17 1LL. E: 01653 618103 W: www.stoneassociates.co.uk M: stoneassociates			
Site:	Trout Lake		
Address:	Flockering Trout Lake, Newbridge Road, Flockering, North Yorkshire, YO18 6BN		
Client:	Mooraine Trout Farms		
Drawing:	Construction phasing		
Scale:	1:1000	Date:	19.01.15
Drawn by:	GAO	Checked by:	MM
DATE:	26/01/16	Sheet:	A3



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Notes: © Local Transport Projects A3

1. Proposed road markings and signing to be provided on areas that do not form part of the adopted public highway. Exact style and detail may vary from that indicatively shown.

- Indicative areas of marked car parking bays.
- Indicative pedestrian route through station.

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- IV. All work shall be carried out in accordance with local authority, statutory authority and health & safety requirements & regulations.
- V. Based on OS mapping data supplied by Stone and Bean Associates.

DATE	27/01/16
------	----------

B	Issue	TE	RP	Issue Change
A	Issue	TE	RP	Issue Change
Rev.	Date	By	Chk	Description

Client: Moorland Trout Farms

Project: Change of Use Planning Application at Pickering Trout Lake

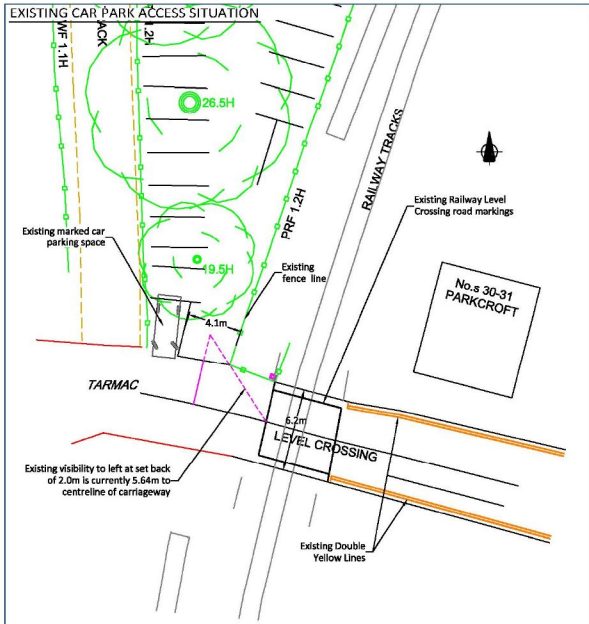
Title: Proposed Pedestrian Access Arrangements

**local transport projects**  
 traffic engineering and transport planning

MEMBER OF THE INSTITUTE OF HIGHWAYS ENGINEERS

Drawn	TE	Date	08/12/2015
Scale	1/750	Drawn by	RP
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Drawing number	LTP/2044 / 01 / 002 .01	Sheet	B

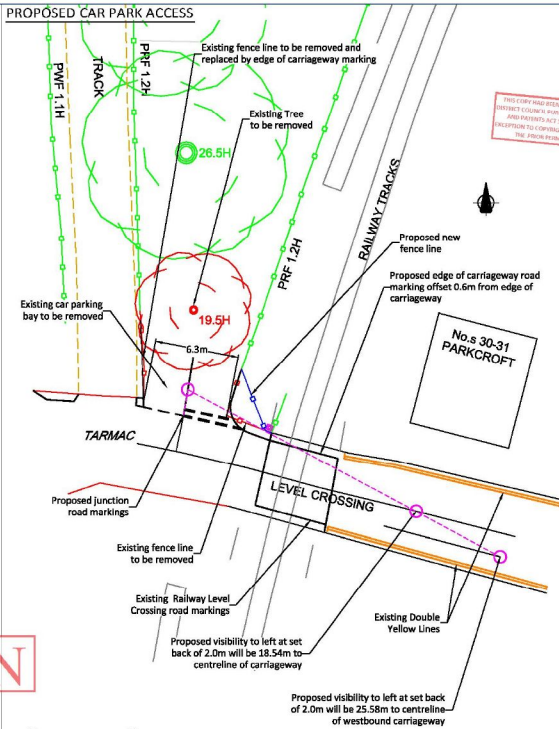




# ADDITIONAL PLAN

**Notes on existing layout:**

- Established access only approximately 4.1m in width due to location of adjacent parking bay.
- No road markings delineate access.
- Existing visibility splay of 2.0m x 5.6m from established car park access to carriageway centreline.
- 'X' distance of 2.0m used given advice provided in 'Manual for Streets' (DfT, 2007) with regards to low speed / flow environments.



**Notes on proposed layout:**

- Widening of the established access to 6.3m through the removal of the existing parking bay.
- Provision of 'GIVE WAY' road markings to improve access delineation.
- 'GIVE WAY' road markings moved forward to tie in with Railway Level Crossing edge of carriageway markings.
- Removal of existing tree on the approach to the access within the application site.
- Removal of existing western fence line and provision of edge of carriageway road marking.
- Eastern fence line to be relocated as agreed with NYMR.
- Leftwards visibility splay improved to 2.0m x 18.5m, when measured to the centre line (this provides appropriate SSD (stopping sight distance) for a vehicle travelling at 15mph, which is considered to be appropriate in this situation).
- If leftwards visibility is measured to the centre line of the westbound approach lane, visibility increases further to 2.0m x 25.6m.

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Notes: 1.

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- iv. All work shall be carried out in accordance with local authority, statutory authority and health & safety requirements & regulations.
- v. Topographical survey is supplied by LTPC Surveys 2015

	DATE 27/01/16
0	-
Rev. Date	By Chk Description

Client  
**Moerland Trout Farms**

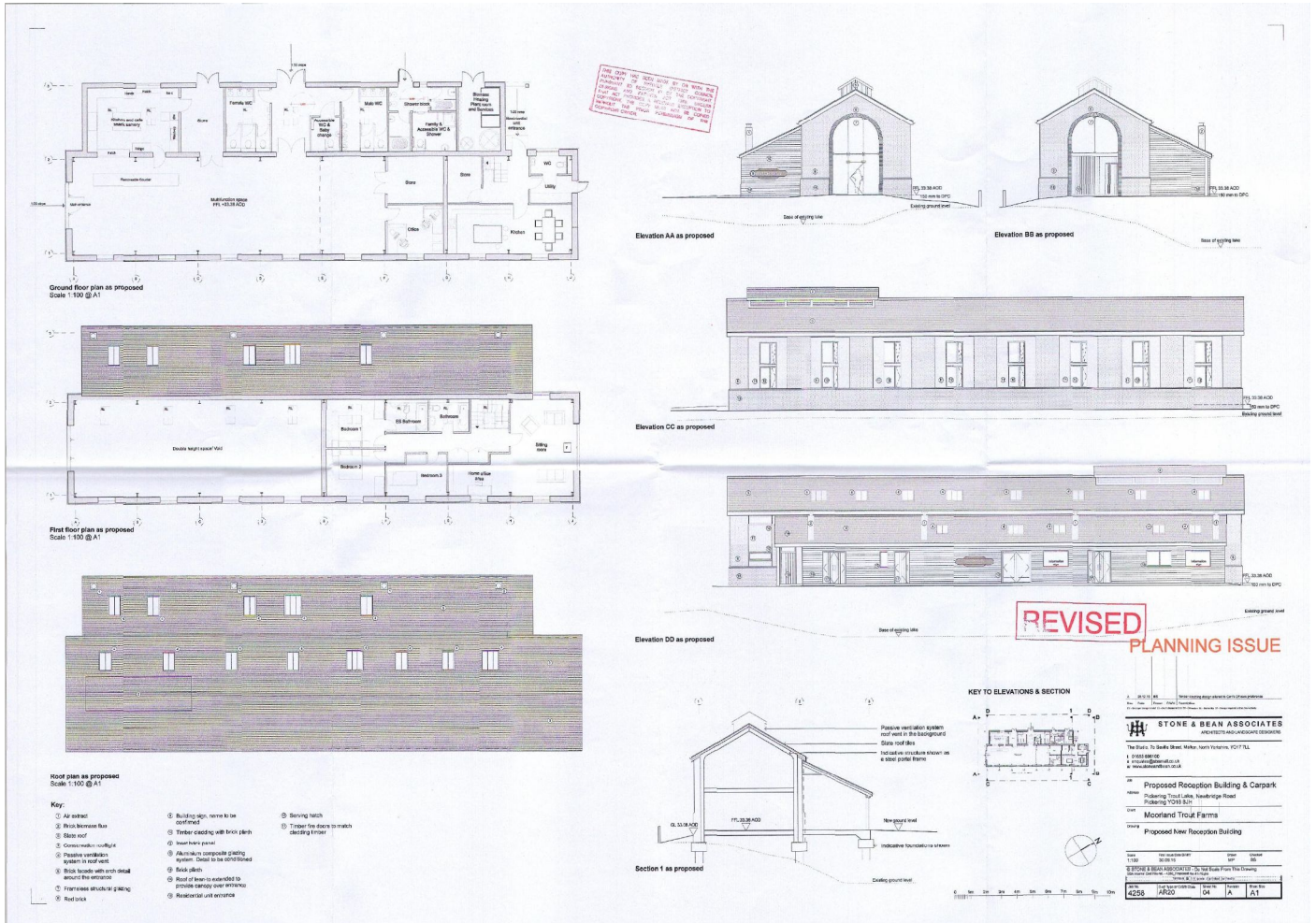
Project  
**Pickering Trout Lake, Pickering, North Yorkshire**

Title  
**Existing and Proposed Car Park Access Arrangements**

local transport projects  
trp's engineering and transport planning

HIGHWAY DESIGN  
 CIVIL ENGINEERING  
 TRAFFIC ENGINEERING  
 LANDSCAPE ARCHITECTURE  
 ENVIRONMENTAL IMPACT ASSESSMENT  
 TRANSPORT IMPACT ASSESSMENT  
 TRAFFIC SIGNALS  
 ROAD LIGHTING  
 ROAD MARKINGS  
 ROAD SIGNAGE  
 ROAD SAFETY AUDITS  
 ROAD CLOSURE PERMITS  
 ROAD WORK PERMITS  
 ROAD WORK SCHEDULING  
 ROAD WORK MONITORING  
 ROAD WORK EVALUATION  
 ROAD WORK REPORTING  
 ROAD WORK REVIEW  
 ROAD WORK CLOSURE  
 ROAD WORK RE-OPENING  
 ROAD WORK CLOSURE  
 ROAD WORK RE-OPENING  
 ROAD WORK CLOSURE  
 ROAD WORK RE-OPENING

Drawn: CW	Date: 08.12.15
Scale: 1:250	Checked: RP
Status:	<input type="checkbox"/> INTERNAL DRAFT <input type="checkbox"/> PRELIMINARY <input type="checkbox"/> FOR COMMENT <input type="checkbox"/> FOR APPROVAL <input type="checkbox"/> APPROVED
Drawing number:	LTP/2044/T1/01.01
Rev:	0









PICKERING TROUT LAKE, UNDERCLIFFE, PICKERING, NORTH YORKSHIRE YO18 8JJ

For Moorland Trout Farms.

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

#### DESIGN AND ACCESS STATEMENT.

##### Contents

- 1.0. Site Description
- 2.0. Site history and current environmental matters
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## **1.0. Site description**

1.1. The site is located on the north side of Pickering immediately to the north of Pickering Railway Station, a Grade II listed building which serves the North York Moors Railway ( NYMR). It is sited in the valley to the west of Pickering Castle. The site is located within the Pickering Town Conservation Area

1.2. To the north of the site is open pasture land and immediately to the east of the site lies the NYMR railway line and further eastwards the public road leading from central Pickering to Newbridge to the north and beyond to the North York Moors. The railway forms the eastern boundary to the site . Beyond that to the east runs the Mill Race, originally servicing a previous mill building further southwards. This runs along the edge of the road known as Undercliffe, and further north as Newbridge Road, with the land rising dramatically to the east up to the Castle promontory, and to Lowther Wood to the north east. Undercliffe connects to the south to Park Street where the Railway Station is located and runs northwards to the level crossing at Newbridge. It is served by a variable width, but generally, narrow public footpath.

1.3. Pickering Beck skirts the west side of the site, running southwards into Pickering town centre where it is substantially bridged. To the west of the site is a small certified seasonal camping and caravan site, located on an adjacent farm property.

1.4. The application site is approximately 1.15 hectares in area. It is elongated with the long axis orientated north/ south in line with the railway and Pickering Beck.

1.5. The application site currently comprises a fishing lake, a service building housing a café with fishing tackle shop and the owner's private accommodation. There is hard surfaced car parking for about 25 cars among existing trees. The service building is of mainly modern construction, originally a single storey stone building, which has been extended at first floor level with a flat roof extension. It is undistinguished architecturally and is sited prominently on the site blocking the view of the lake from the south. Its thermal performance is poor and energy consumption high owing to its age and construction.

1.6. The fishing lake which has grass covered banks and a central island is fed by the Pickering Beck watercourse and the water levels of the lake are controlled by the site owner via an upstream sluice gate. There is an outlet in the south west corner of the lake where it discharges into the Pickering Beck via a 500 mm diameter pipe. The levels are maintained by overspill over boards. This outlet while normally closed, does enable the owners to drain the lake for cleaning. The lake itself does not form part of Pickering Beck. The existing grass banks to the lake are broadly level or slightly below the level of the railway tracks to the east of them. Their current levels were established when the trout pond was originally excavated. Further information about this may be found in the Flood Risk Assessment submitted with this application.

1.7. The established vehicular access is currently from Undercliffe at the southern end of the site. This means of access to the site has been via the route shown on all the available historical maps back into the 19<sup>th</sup> Century. The access is via the existing bridge over the Mill Race and the adjacent level crossing. This will remain unchanged.

## **2.0 Site planning history and current environmental matters affecting current use.**

2.1. The site operated from 1977 when it was developed from an enclosed grass paddock. Pickering Trout Lake was created principally as a public recreational facility using surplus trout farmed at the adjacent Moorland Trout Farm. The lake also acted as a settlement pond from the Trout Farm discharge. The fishing lake business was created at a time when there was high demand for this type of leisure activity.



2.2. The recreational fishing trade of this type has been steadily reducing since the late 1990s and the site has adapted and changed in line with the changing and growing events calendar in Pickering and requirement of visitors to the town and most notably, to the North York moors Railway (NYMR). Moorland Trout Farm is now closed, and trout to stock the lake have to be sourced from elsewhere in the country.

2.3. The lake also suffers from environmental pressures from otter, heron and cormorant, which visit regularly. They are protected species under Part 1 of the Countryside and Wildlife Act 1981 and their increased presence is an indication of the improving biodiversity of the area. Their predation habits on stocked rainbow trout are now unsustainable.

2.4. The trout lake has been heavily stocked with fish, which creates water quality problems over time, not helped by additional silt, which enters and settles in the lake via the watercourse. The situation is such that the lake needs emptying and properly dredging regularly in order to remove fish faeces and accumulated river wash, otherwise it will silt up completely. The concrete block lining to the culverted water supply feeding the lake is now over 30 years old and is in a decaying state, also requiring repair. In view of the problems of predation described above and reducing trade, expenditure on this will not be sustainable. An alternative business activity is now being sought for this site.

2.5. High chain link fencing currently encloses much of the lake for security.

2.6. In addition to servicing its own customers the existing small car park provides much needed long-stay vehicular parking for visitors to both the NYMR and to Pickering Castle. Visitors are permitted use the car park when visiting the NYMR and the shops in Pickering Town Centre, using the public footpath on Newbridge. Demand for parking by users of the NYMR far outstrips availability. In summer and over the Christmas periods the dedicated NYMR car park is usually full by 9.30.a.m. When the applicants own parking area is released for use by NYMR customers this again is full by 10.30. a.m. A temporary overspill NYMR car parking further to the north is available but also fills quickly, and such is its location that it is necessary for users to walk along a narrow footpath at the edge of Newbridge Road which is narrow and heavily trafficked. The more distant parking elsewhere in the town is not suitable for elderly or disabled visitors for whom there is also minimal provision in the nearer car parks. What other longer stay parking there is located at the southern and Eastern sides of the town centre at the other side of busy roads. ( See also Sequential and Exception test contained in accompanying Environmental / Flood Risk Assessment. ) Elderly or infirm visitors being dropped off by cars at the station entrance creates a further hazard on Undercliffe and Park Street which are narrow, with narrow pavements.

2.7. The visible presence of NYMR rolling stock on the adjacent railway line, along with lack of obvious availability and general confusion over parking, also necessitates a certain amount of manoeuvring, sometimes involving large vehicles reversing out on to Undercliffe, further endangering pedestrians and other vehicles.

2.8. Proximity to Pickering Station and the NYMR which is of nationally historic importance ( See Appendix 1 and accompanying Historic Asset Statement ) is an obvious attraction for the site, which in recent years has been used by event traders and campers temporarily during the Pickering War Weekend. The site has also been used by event managers as a base site for other events such as the National Mountain Bike Championships.

2.9. An application for planning consent was made for this proposal in December 2014, application ref. 14/01369/FUL. This was withdrawn on 26<sup>th</sup> February 2015 to enable further information to be provided particularly in relation to flood risk, traffic, heritage matters and additional landscaping.

2.10. At the time of this earlier application, the Development Management at District Council carried out a screening opinion for Environmental Assessment (EIA) and concluded that an Environmental Statement was not required to accompany the application.

2.11. Public concern was expressed in the public consultation phase of the earlier application on grounds of safety of pedestrians on Park Street, landscaping, flood risk and traffic congestion. These matters have now all been addressed, but additional arrangements which have been put in place are either described in this report or described in more detail in the Flood Risk Report and Traffic Assessments submitted with this application.

2.12. The proposal is a farm diversification project to replace an income lost through the closure of the trout farm and recreational fishing business.

### **3.0. The Proposal**

This involves the following:

3.1. Demolition of the existing single storey amenity building.

3.2. Draining of the trout lake and infilling with granular and earth fill and levelling the site.

3.3. Creation of new internal access roads and designated areas for increased parking, with a pay-and-display system of payment and control. The proposed parking will include 15 no. wide access parking spaces suitable for wheelchair access at the southern end of the site, with accessibility compliant paved access leading to the proposed new reception building. Elsewhere, wherever possible, permeable surface finishes will be used to create a natural appearance although vehicle trafficked surfaces will of necessity be designed to prevent petrol and surface water run off from the parking areas entering the watercourses.

3.4. Erection of new part single storey, part two storey reception building, providing a multi functional space to accommodate a retail model shop with café, exhibition and meeting space, a service kitchen, public toilets and shower rooms, business storage, managers' accommodation at first floor level and space for a new biomass boiler. The building is sited with long elevations parallel to the railway lines and designed to resemble a functional railway shed. This follows the directional grain of the railway and sidings.

3.5. Siting of 7 no. glamping units adjacent to the railway line to the north of the proposed new reception building. These will be converted railway brake vans, restored and upgraded to provide basic holiday accommodation. Their proposed siting along the edge of the railway line fits in with the established railway scene of stationary rolling stock and locomotives. The two units nearest to the reception building will be provided with a shared ramp to make them wheelchair accessible.

3.6. It is proposed to retain the existing tree cover and augment it with additional planting and landscaping to screen and soften the impact of the car parking. The Castle cliff to the east also provides a dense visual screen to the site, even in winter. See also to Section 5.0. Trees and landscaping.

3.7. A safe pedestrian route to the station is being provided through a formal agreement with the 1st Vale of Pickering Scouts. A copy of their letter of confirmation of this, sent in respect of the previous planning application also accompanies this application. Land currently used by the scouts which is used for informal parking but administered by Moorland Trout Farms is to be annexed to form a protected footpath in return for managed parking for the scouts and parents on the proposed new car park, a formal agreement is in place to secure this. A separate letter from the Scouts Leadership accompanies this application.

3.8. The proposed car park and amenity building will be open for use in association with the operating times of the North York Moors Railway and the proposed new shop part of the amenity building is intended to operate daily from 9 a.m. to 5 30 p.m.

#### 4.0. Key design considerations.

4.1. The shape of the site determines the road and parking layout, which follows a route similar in footprint to the present trout lake arrangement, with a central island with screen planting. In order to adjust levels for flood risk reasons the planting on the central island will be removed and re-planted to adjusted reduced levels.

The roadways within the site have been adjusted to reduce the amounts of hardstanding and trafficked areas as these have to be protected with impermeable barriers to prevent water pollution as detailed in the Flood Risk Report. This will also result in an increase on the areas of softer planted permeable areas for the absorption of flood water.

4.2. An obvious design reference is the proximity of the NYMR track to the east and the listed station locomotive shed and ancillary buildings to the south. The eastern boundary of the site is shielded from view from the road by the railway track running north to south, where there are usually parked rolling stock. The presence and impact of the railways here is strong and any new buildings should ideally fit in with the railway ethos and general orientation of the site, which the current service building for the trout lake fails to do. In general the orientation of most of the buildings in the area is with long elevations orientated north to south.

4.3. The proposed new building is sited along the eastern site boundary to help screen the car parking from passing trains, and where it is also sheltered from longer views by the Castle and cliff edge on which it sits. Its siting is intended to create views of the adjacent railway track and passing trains for the enjoyment of railway enthusiast visitors.

4.4. The size and necessary shape of this building follows the general size and feel of a locomotive shed or storage building of the type developed and seen in all but the very smallest village stations, from the mid 19<sup>th</sup> Century up until the 1950s. Small market town stations like Pickering contained ranges of ancillary buildings for a wide range of supporting activities such as storage and handling of coal, general commercial storage, repair workshops for rolling stock, stabling for horses, etc. A building of this type in and near to railway sidings is in character. In Pickering, these buildings were mainly located on land to the south of the present station around the area known as Train Lane. All but the listed structures have disappeared.

4.4. Materials and detailing of the proposed building follow the largely Victorian functional style of small railway buildings with large arched openings and smaller windows of classical influenced vernacular proportions. This style was still being built well into the 20<sup>th</sup> Century for new and adapted buildings in this area of Yorkshire, with designs emanating from the North East Region Design office in York. All railway buildings in this part of the country traditionally have slate roofs. Locomotive sheds of this type also invariably had clerestory lights on their ridges to facilitate ventilation and give added lighting to the interior.

4.5. It is proposed to construct the new building in brick, incorporating these features and introducing other common detailing features such as base plinths and arches in contrasting brick. Brick is proposed here to minimise the footprint, and to meet budget constraints. There is documentary evidence to indicate that there were brick buildings among the station buildings in Pickering, which have now disappeared, to be replaced by other more recent development. It should also be noted that architectural styles on stations along the route of the NYMR vary according to prevailing local styles and materials. It is proposed to clad the single storey lean-to structure in timber, following the tradition of signal boxes and small station canopies, for example as at the old station at Marishes. In keeping with the local railway tradition it is proposed to clad the roof of



the building in natural slate. This will have the obvious benefit, by its dark colour, of reducing any visual impact from the cliff top through the already dense tree cover.

4.6. The amended scheme now being submitted also includes some alterations to the proposed hard paved areas by further reducing them to minimize flood risk and construction cost and to lessen the visual impact. The proposed internal access roads and parking areas meet the required current standards for parking and turning within the site and floor flood evacuation.

## **5.0. Trees and landscaping.**

5.1. Effective screening is currently provided by mature tree cover on both sides of Undercliffe. This is particularly dense during the summer period but still gives effective screening in winter. The site is further screened by the steeply rising topography beyond. It is proposed to retain all existing tree cover and to introduce further planting as shown in the proposal drawings. A separate landscape proposal drawing accompanies this application.

5.2. To the eastern boundary of the site there is a further existing mixed tree cover on adjacent pasture land, however additional screening here will be strengthened with some additional climbing shrub planting along the existing wire fence, and the more open view from the north west will be screened with some additional planting following previous on site discussions with the District Council's Tree and Landscape Officer.

5.3. It is proposed to remove the three trees at the entrance to the site on the existing tarmac paved entrance to the site. They comprise one silver birch and two lime trees. The removal of the all these trees will facilitate access to allow the recommended width of road to be achieved for safe exit in the case of a flood emergency. The limes, which frequently drop their branches are a safety risk. It is proposed to replace them with other species.

5.4. With overall visual impact in mind, it is proposed to use natural paving such as engineered limestone. Parking areas will be a crushed limestone with Geogrid finish towards the more heavily used southern end of the site, and compacted limestone with tough grass finish toward the northern part of the site. It is proposed to limit the use of tarmac to those areas to the south end of the site where wheelchair access is required. All trafficked and parking areas will be protected with impermeable ground barriers and petrol interception against contamination of groundwater as detailed in the accompanying flood risk assessment.

5.5. A landscaped pathway is proposed to run along the western side of the site for the safety of users of the car park and to act as a buffer to the pastureland to the south. The surface of this will be a stoned or golden gravel finish.

5.6. The glamping units to the east of the site will be separated from the main parking area by a new 1.6 m native species hedge and some additional tree planting. The surface finish to this area will be limestone chippings or Bredon Gravel. The ramped access to the two adapted wheelchair use units are sited so they are screened from the view from the railway by the units themselves.

5.7. Paved areas around the proposed new building and the two accessible glamping units will need to be DDA and Building Regulations Part M compliant, and therefore will be hard paved with stone flags or permeable block paving to be wheel chair accessible.

5.8. A graded slightly raised grass surfaced pathway created to the east of the amenity building along the edge of the site will also provide an additional dry pathway for pedestrians to leave the site in the event of flood warnings.

5.9. The existing 1.8 m high chain link fence to the east of the site will be replaced along its length by a railway pattern post and rail fence of no less than 1.2 metres high to NYMR safety specification.

5.10. Lighting will be provided at low level on bollards for the use of the users of the glamping units. External lighting to the amenity building and for later daytime users of the car park will be provided through 'no spill' downlighter fittings fixed to the building.

## **6.0. Risk from flooding.**

6.1. A flood risk assessment dated October 2015, prepared by GGP Consult Ltd accompanies this application. This refers to the necessary Sequential and Exception tests and demonstrates that the site, on previously development land, will be safe during the flood event and will provide economic benefits to the town of Pickering. It is not envisaged that the proposed development will cause increased risk to any nearby buildings.

6.2. The proposal site is located in Flood Zone 3, and therefore a flood risk assessment is required and is submitted with the application. The flood risk assessment limits floor levels of the glamping units to be set at no less than 33.38m AOD which means that the finished floor level will be more than 300 mm above the calculated flood level in a 1 in 100 year storm event. However since the floor levels of the glamping units will be on average about 1.2 metres high above finished ground floor level by virtue of their design, being adapted rolling stock, the floor levels will be about 900 mm higher than the designated minimum and so will substantially exceed all high water levels. This will ensure safety for the occupants.

6.3. For the overall safety of the users of the car park, a formal evacuation procedure is recommended along with registration with the Environment Agency Flood warning system.

6.4. Surface water will be released via controlled collection and release system into the Pickering Beck.

6.5. A new flood storage area created by the Environment Agency has just been completed according to public announcements made in September 2015. This creates a large flood storage area to the north of the site at Newtondale which will hold back some 120,000 cu.m. of flood water, substantially slowing the flow of water of the Pickering Beck during a flood event, thus reducing the flood risk potential on the site. Further land management techniques are also being investigated as part of a DEFRA funded project to create extra water storage within the landscape through planting and land management.

6.6. It should be noted that the existing man-made lake covering most of the site has no capacity to absorb extra water. Its removal will improve the ability of this part of Pickering to mitigate flood risk, through its replacement with dry granular fill which will absorb surface water run off.

6.7. A landscaped swale is being provided at the north end of the site to temporarily accommodate additional water in the event of a flood occurring.

## **7.0. Traffic Impact and Access for Construction Vehicles.**

7.1. A separate Traffic assessment covering the possible impact of the car park on the area is being submitted with the application. The principal purpose of the development is to provide much needed parking on the site and to end confusion over the local availability of parking near to the Railway Station. There is currently much congestion through cars and vans entering the site to search for parking space, and turning to leave the site when they find the present parking space provided by the NYMR is full. The new car park offering far greater capacity should also prevent cars trying to park dangerously on Park Street and Undercliffe, which is now in any case more efficiently managed and monitored by the Local Authority.

7.2. The Sequential Test included in the Flood Risk Assessment concludes that there are no other more suitable or available sites under the current local plan.

7.3 It is accepted that Traffic generated by construction will cause some temporary impact. This will be managed via the present access to the site. 30% of the fill required to infill the lake will be brought by rail and tipped directly on to the site. The remaining loads, about 580 in number, will be brought in to the site by 22 ton lorry loads, organised as far as possible while the railway is not in full operation. It is important to note that the estimated number of necessary loads amounts to only 15% of the 4000 loads brought in along Newbridge Road to complete the flood mitigation works at Newtondale. There will be a banksman / crossing supervisor in attendance during the transporting work.

7.4. A recently commissioned structural engineer's report on the condition of the bridge over the Mill Race at the entrance to the site concludes that the bridge is capable of taking the necessary loading. A 20 ton weight limit notice in place some years ago, but no longer present was put there originally by the NYMR to deter use by large vehicles entering their own site. A copy of the report is included with the application documentation.

#### **8.0. Other Accessibility matters :**

8.1. Public Transport: The Town of Pickering has public transport services, which include bus services from York, Leeds, Malton and the coastal towns. The NYMR itself provides train links to all the moorland villages long the line including Goathland, and northwards to Whitby with connections to Teeside. The consequence of this development will be to encourage use of the train for access to the moors, reducing use of the private car.

8.2. The proposed reception building is designed for maximum public accessibility with level entrances and level access to accessible toilets. An accessible shower room and toilet is also provided and designed to be open separately at night for use by glamping unit users. These facilities are designed in accordance with Part M of the Building Regulations.

8.3. Two of the glamping units will be adapted for wheelchair dependent visitors, and ramped accesses provided. 15 designated wide parking bays for disabled / wheelchair users will be allocated near to the entrance to the site, with a gently ramped access into the reception building.

8.4. Parking; a major feature of the proposal is the increase of the availability of parking for visitors to the NYMR and to allow access to the station building and give direct access to the station avoiding narrow and hazardous footpaths on Undercliffe. ( Refer to drawing number 4258\_AR10\_02\_C\_A3.)

8.5. The proposal creates 146 parking spaces for visitors cars. This includes 15 controlled wider accessible user bays, plus parking for management, employees and to service the seven glamping units. The layout allows for a 6.5 metre wide access road around the site wide enough for reversing in and out of spaces. It is intended to implement a pay -and-display timed payment system for non-resident users.

8.6. Necessary signage indicating the site location and entrance and safety signage for the railway crossing and flood evacuation procedures will be agreed as a separate application for advertisement consent, pending the outcome of this planning application.

#### **9.0. Biodiversity:**

9.1. A biodiversity survey and report on the site and buildings to be demolished has been prepared by Wold Ecology accompanies this application.

9.2. The lake has been restocked with fish this year to avoid the ingress of fresh water crayfish which will not share the lake with trout. Once the lake is drained the entry of any further water from Pickering Beck or the Mill Race will be excluded securely.

#### **10.0. Heritage Considerations.**

10.0. The site is located within the Pickering Town conservation area close to two Scheduled Ancient Monuments ; Pickering Castle and Beacon Hill a small earthwork to the south west. Pickering Station is a Grade II Listed building located to the south east.

10.2. The proposal site is located to the north of the station complex in the deep valley at the base of a steep escarpment on which the Castle is located. It is approximately 25 metres lower than the base of the castle ramparts. The site is well screened from view from the castle even in winter, and is not in the sight line when viewed from the public road adjacent to the castle .

10.3. A separate Assessment of Impact and Heritage Asset statement accompanies this application and covers the two scheduled ancient monuments which might be affected by the proposal .

#### **11.0. Pre- application public consultation**

11.0.1. Consultations have been undertaken with the following :

##### North Yorkshire Moors Railway

Present were: Murray Brown, Nick Stringer and Andrew Scott CBE.

No objections - only comment was the need to coordinate the lorry movements over the level crossing.

Pickering Town Council - Full Council meeting 17th November 2014 Presentation - only queries regarded access to disabled toilets and car park charging policy.

NB. Drawings and AI available for public viewing at Town Clerk's Office (Andrew Husband).

Pickering and District Civic Society - Stuart Harrison  
Supportive of Design.

Pickering Model Centre (now closed), Park Street, Pickering

Drawings were made available for viewing for six weeks.

#### **10.0. Justification of the proposal and sustainability matters**

10.0.1. The proposal extends and adapts an existing tourism business to keep pace with changing markets. Improved visitor facilities create a better tourist experience for Pickering and NYMR visitors.

10.0.2. The proposal enables more visitors to be accommodated in the town, and these will also support other shops and services and historic assets such as Pickering Castle, helping the local economy. The NYMR is a very popular and significant visitor attraction, unique to the Town of Pickering on which the town has come to depend for attracting tourist business. This facility improves the visitor experience to the NYMR and potentially the Castle.

10.0.3. In the course of the earlier planning application for the same proposal, four letters of support sent by members of the public, both regular and past users from beyond North Yorkshire, who had spotted the application by chance on the internet, showed much enthusiasm for the idea of improved parking and visitor facilities for the railway.

10.4. The proposed new building replaces an obsolete and unsightly structure with a more sustainable, energy efficient one.

10.5. The proposed glamping units increase the residential visitor capacity in Pickering and support the tourist industry in accordance with the adopted Local Plan Strategy. This begins to fill a gap in the market for this low cost form of accommodation which is becoming increasingly popular because it provides superior but affordable accommodation as an alternative to tent camping. There is particular demand from railway enthusiasts who want the full railway experience. These tend to be either families or from a more mature age range.

10.6. The two proposed accessible glamping units increase the amount of available disabled accessible holiday units in the area. The creation of new disabled width parking facilities also substantially increases the amount of disabled parking in the immediate area where there is currently a serious deficiency.

10.7. The proposal addresses flood risk matters, and infilling of the trout lake, removes an additional area of water in the area and seeks to improve the management of water run off and pollution of ground water, as detailed in the accompanying flood risk assessment. This is an improvement on the availability of potential flood control, and also results in an increase in the area of permeable surfacing overall on the site.

10.8. The proposal provides an attractive multi-functional building to cater in a flexible way for a variety of functions and increasingly varied local events and projects. As such it responds to changes in the tourist market and local interests.

10.9. The proposal increase safety for visitors to the NYMR by providing a more direct off-road access to Pickering station. It will also significantly reduce, if not eliminate altogether, the current bottleneck situation created by visitors seeking and failing to get access to the present limited parking, causing congestion on Undercliffe and Park Street.

10.10. The proposed new arrangement for a pedestrian route to the station will create a safe pedestrian link to the station and to other pedestrian routes directly into the town for all users of the car park. The new route will lead directly into the station via the existing smaller station car park to the south, avoiding any use of the public road.

10.11. The proposal seeks to improve and tidy up the site with additional landscaping and a new building designed to fit well into the context of the dominant railway scene in this area of the town. It helps to bring about the improvement of the overall setting of the North York Moors Railway complex and this area of Pickering in general. Additional tree planting will help to screen parked cars from longer views.

10.12. The proposal is sustainable in terms of the objectives of the currently adopted Local Plan strategy in supporting tourist businesses in the area, and bringing additional business to the market town and supporting the local economy. It is also consistent with the objectives of farm diversification in that it provides an alternative use and income for a farming and tourist business that has ceased to be sustainable. It will not create any direct competition with existing businesses in Pickering, but will provide an additional much needed long stay parking facility in this part of the town from which local businesses will benefit.

#### **11.0. Compliance with Relevant Planning Policy.**

The principal policies which apply to this application are as follows:

*National Planning Policy Framework, 2011 and The Ryedale Plan - Local Plan Strategy - adopted 5<sup>th</sup> September 2013.*

Relevant Policies which have been considered in the development of this proposal under the Local Plan Strategy are as follows:

Policy SP8. Tourism: The proposal seeks to improve the standard of visitor facilities close to and in support of a major tourist attraction in Ryedale.

Policy SP9. The Land Based and Rural Economy. The proposal seeks to change and update an existing established business in the area in accordance with Policy SP6 in that it will provide employment and generate income for the area, by attracting additional visitors.

Policy SP11. Design. The proposal has taken account of local and railway vernacular architecture in the proposed new design within the conservation area and also replaces an obsolete building of poor design

Policy SP12. Heritage. The proposal takes account of the fact that the site is located within the Pickering Town Conservation area and seeks to improve the present appearance of the site. It takes account of the proximity of other heritage assets at Pickering Station and at Undercliffe.

Policy SP13. Landscapes. The proposal seeks to improve the landscape in the area by removing buildings that are out of character and improving the landscape through better design and by increasing screen planting.

Policy SP 14. Biodiversity. The proposal has observed the need to take account of local wildlife and biodiversity. It is hoped that with increased planting and shelter on the site the biodiversity will increase, following the removal of the trout lake.

Policy SP17. Management of Air quality, Land and Water Resources. The problem of flood risk has been assessed and the necessary mitigation measures planned and incorporated into the design proposal

Policy SP18 Renewable and Low Carbon Energy: The replacement building will be built to current thermal performance standards with a new carbon method of heating.

## **Appendix 1.**

### **1. The North York Moors Railway: background information.**

The first railway in the North Riding was the 'Whitby and Pickering' opened in 1836. Designed by George Stephenson, when horse power was used to haul over its 24 miles. It is one of the earliest railways in the country. A limited steam service was introduced when it was sold to the York and North Midland Railway in 1845.

A full steam service was introduced by the North Eastern Railway in 1865. The 18 mile stretch from Grosmont to Pickering was closed through the Beeching cuts in 1965, but eight years later in 1973 it was reopened by the North York Moors Railway as an independent preserved railway. It has been a flourishing tourist attraction ever since, with steadily expanding services. It is one of the most popular tourist attractions in Yorkshire and in the north of England.

### **2. Listing Description for Pickering Railway Station**

#### **1. PARK STREET**

5340

(West Side)

Pickering Railway Station, Main Building

(Including Station House and retaining walls)

SE 7984 16/51 14.12.71. II GV

#### **2.**

Mid 1830's, probably by G T Andrews. The platforms are backed by high ashlar walls with copings, stone buttress piers and outer faces. Originally, perhaps, a timber roof over the line. The backing West platform has 9 large, symmetrically-spaced camber arched windows, and door, flush stone voussoirs. Close-set glazing bars.

The East platform wall has segmental-arched throughway leading to road. A similar window to

West platform wall and 2 sash windows and 2 doors into the Station House. This is a single-storey ashlar building set against end platform wall with a long frontage to the road. Plain plinth. Low pitch hipped slate roof with deep overhanging eaves, 2 corniced. chimney stacks. 7 windows, recessed sashes, glazing bars. The throughway from platform has a large segmental-arched entrance on the left of this front, a flight of steps inside up to platform level with double panelled doors across. Office door in centre of front set back up steps with 2 x 3 pane fanlight. Ashlar screen walls extend each side of front. See also railway buildings in Train Lane. Pickering Railway Station, main building, forms a group with Buildings to west and east of former Goods Yard, Train Lane. Listing NGR: SE7970184193  
*This text is a legacy record and has not been updated since the building was originally listed. Details of the building may have changed and this description should not be relied on for current accuracy.*

### **3.0.References**

*Bill Fawcett. A History of Eastern Railway Architecture: Bell and Beyond. Vol 3 Pub. North Eastern Railway Association .March 20015.*

MM. S&A. 15<sup>th</sup> September 2015.

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**Subject:** Moorland Trout Farms 15/01180/MFUL

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**From:** Pickering Town Council  
**Sent:** 03 February 2016 13:31  
**To:** Development Management  
**Subject:** Moorland Trout Farms 15/01180/MFUL

Good afternoon

The council's planning committee met last night to consider the above application. The council wishes to make the following comments:

1. Flooding should be allowed for as part of the design and a flood plan should be in place to evacuate the site if necessary.
2. The councillors were unsure if the sewage plant was going to be underground or if there was going to be a structure at ground level. However, any sewage system that is installed should prevent any sewage leaking into the beck. Showers should not be used on the site until there is a system in place to ensure that foul water does not leak into the beck.
3. The road should be surfaced to Highways Agency standards up to the North Yorkshire Moors Railway car park.

Kind regards

Angela Dawson  
Assistant to the Town Clerk  
Pickering Town Council



15 /01180/MFUL

Redevelopment of Pickering Trout Lake and environs

1. Of the sixteen members of the public who attended the meeting, at least thirteen had come along because of their interest in, concerns about, or opposition to, the application. Six of them addressed the council. Mr A O'Donnell, who represented Moorland Trout Farms, was also present.

The council assured the attendees that their concerns and views would be communicated to the district council. These are summarised below.

- a) The proposed development lies within the conservation area and in an area classified as of high landscape value. It follows that a large car park would compromise the inherent attractiveness of the countryside in this part of Pickering. There were other potential sites in the town: the western part of the Recreation Ground and the brown field sites to the west of Recreation Road were mentioned, both being close to the town centre. There were worries that the development, in meeting the demand for additional parking in the town, might deter some potential visitors.
- b) The application should be deferred pending a review of parking provision in Pickering, and the identification of suitable locations for additional parking which would not compromise the attractiveness of the town and environs. Local authorities, the newly formed Pickering in Business and other interested parties should work together on this project.
- c) There were a number of issues arising from access to, and egress from, the site and the road along the Undercliffe:
- could the railway crossing bear increased vehicular movement?
  - could the narrow, hump back bridge bear increased vehicular movement? Note its use as a turning point for coaches, lorries, vans and cars.
  - There was no footpath between the site and the road along the Undercliffe: pedestrians could be crossing the level crossing and the narrow hump back bridge at the same time as drivers were leaving the Undercliffe road to access the site and, perhaps, moving away from the site to the road.
- d) It was thought that the footway into Pickering was unsuitable for large numbers of people.
- e) Disabled people would not use the car park as it was too far from the town centre.
- f) There was concern that the increase in traffic movement in this part of Pickering would exacerbate air pollution.
- g) Were permission to be granted the embankment that had been created around the trout lake should be removed and used as infilling to level the site and thereby reduce the flood risk to the town.

- h) The applicant had stated that the existing business was no longer viable hence the need for change; however, the reference in the Design Statement to “the trout lake has been heavily stocked with fish” (2.4) appeared to suggest that the business was viable.
  - i) Were permission to be granted, the applicant would need to abide by the conditions imposed by the planning authority.
2. It became clear to the council that the application is controversial and to this end members of the planning committee are urged to visit the site and familiarise themselves about access issues, the site itself and its relationship to the built environment and adjoining countryside. The council further suggested that several visits should be made in different weather conditions.

The council requests that the observations, concerns and views expressed by members of the public are addressed by the district council. The council is particularly concerned about increased traffic movement in the vicinity of the site entrance, the consequences for pedestrians, and whether the bridge is strong enough to cope with additional traffic movement. The council did not think that enough information had been provided about the glamping units and was concerned that planning permission for the glamping units could set a precedent that would lead to proposals for more camping units in this part of Pickering.

Andrew Husband  
Clerk to Pickering Town Council

**15/01180/MFUL - infilling of fishing lake together with change of use of land to form a 158 space car park with siting of seven glamping units and erection of reception building to accommodate café, shop, exhibition and meeting space, service kitchen, public toilets and shower rooms, storage and a three bedroom manager's apartment to include demolition of existing service building that includes owners' private accommodation, and formation of on-site road, pathways and landscaping at Pickering Trout Lake, Undercliffe.**

The council recognises the need for additional parking provision in the town; however, there remain concerns that the site of the fishing lake is not the most appropriate location. Members were reminded of the attractiveness of the area proposed for redevelopment: one member referred to the attractiveness of the stretch of still water close to the town.

Concerns remain about access and egress from and to the Undercliffe and whether drivers, particularly when crossing the bridge and meeting incoming cars would have the visibility they required to enter the Undercliffe road safely. And concerns remain about the structural integrity of the bridge and whether it can carry HGVs and the large numbers of vehicles particularly when the railway is open.

Councillors wondered whether it was lawful to create a designated footpath on a public right of way. Wells Walk and its continuum into the area bounded by the station car park, the scout hut and the track to the beck was a byway open to all traffic.

There were concerns about the disposal of waste water and sewage; however, it was pointed out that storage would be provided on site prior to being removed from the site. Doubts still remained about storing waste material close to the beck and in a designated flood plain.

There were concerns about the glamping units. The worry was that were permission to be granted, permission for additional units and perhaps other holiday accommodation would be sought. The council was worried that the introduction of glamping units could set a precedent.

Finally, the council wants to bring again to the district council's attention the concerns its expressed about the earlier application for the redevelopment of the fishing lake and environs (Planning application 14/01369/MFUL). To this end, the council's earlier communication to the district council accompanies these comments (Pickering Trout Lake).

# Agenda Item 8

**Item Number:** 8  
**Application No:** 14/01259/MFUL  
**Parish:** Pickering Town Council  
**Appn. Type:** Full Application Major  
**Applicant:** Persimmon Homes (Yorkshire) Ltd (Mr Robin McGinn)  
**Proposal:** Erection of 12 no. four bedroom dwellings, 27 no. three bedroom dwellings, and 13 no. two bedroom dwellings with associated garaging, parking, amenity areas, public open space, landscaping and formation of vehicular accesses and site roads  
**Location:** Land To Rear Of Firthland Road Pickering North Yorkshire

**Registration Date:**  
**8/13 Wk Expiry Date:** 19 February 2015  
**Overall Expiry Date:** 17 February 2016  
**Case Officer:** Rachel Smith **Ext:** 323

## CONSULTATIONS:

**Sustainable Places Team (Yorkshire Area)** No objections  
**Environmental Health Officer** Recommend condition  
**Housing Services** Comments made  
**North Yorkshire Education Authority** Contributions required  
**Countryside Officer** No objection - recommend conditions  
**Tree & Landscape Officer** No objection  
**Vale Of Pickering Internal Drainage Boards** No objection subject to informative  
**Flood Risk (Stuart Edwards)** No further comments  
**Countryside Officer** No further comments  
**Archaeology Section** Advise scheme of archeological mitigation  
**Highways North Yorkshire** Recommend conditions  
**Parish Council** No objections, comments made  
**Land Use Planning** No objection  
**Archaeology Section** Recommend conditions  
**North Yorkshire Police Architectural Liaison Officer** In respect of 'designing out crime', it is still difficult to support this application.

**Neighbour responses:** Ms Jane Hartley, , Mr Toby Forsdyke, Mr/Mrs Keld, , Dawn Morrison, Mrs S Russell, Mr David Hampshire, Mr John Quinlan, Miss Amanda Fields, Jane, Lily, Miranda Hartley, Mr Richard Kimmings, Ms Rosemary Holt,

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## 1.0 SITE DESCRIPTION

1.1 The application comprises 2.3 hectares of agricultural land on the western side of Pickering. It is situated to the south of Firthlands Road, with existing housing which fronts Firthlands Road forming the northern boundary of the site. These existing dwellings are one and a half stories in height. Access is at the western end of the site, on a parcel of land currently occupied by run down garaging. The north and east of the site is bounded by residential development, with agricultural land to the immediate south and west. Westgate Carr Industrial Estate is situated to the west.

## 2.0 PROPOSAL

2.1 Full planning permission is sought for the erection of:

- 52 houses comprising:

15 no. 4 bedroom dwellings  
28 no. 3 bedroom dwellings  
5 no. 2 bedroom dwellings of which two are bungalows  
  
4 no. 1 bedroom flats.

- Vehicular access and site roads
- Public open space including a local area of play. (LAP)
- Landscaping.

A new access will be provided from the western extent of the site. The access will incorporate a landscaped buffer along its eastern boundary. The access is separated from the proposed housing by an existing small holding which is not part of the application site. A pedestrian link will be provided from the development through to Greenlands, which is a residential area to the east. An additional access will also be provided from the north in the location of an existing farm access. However this will be restricted to emergency vehicles only, together with vehicular access to existing garages that adjoin the site and are owned by a neighbouring occupier.

### **3.0 ENVIRONMENTAL IMPACT ASSESSMENT**

3.1 The application was screened in relation to the Environmental Impact Assessment Regulations. It was determined that the proposed development comprised Schedule II development. However taking into account the selection criteria contained within Schedule 3 of the Regulations it was determined that an Environmental Impact Assessment was not required.

### **4.0 PLANNING POLICY CONTEXT AND DECISION TAKING PRINCIPLES**

4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 confirms that the determination of the application must be made in accordance with the development plan unless material considerations indicate otherwise.

The development plan for the area of Ryedale (not within the North York Moors National Park) consists of:

- The Ryedale Plan – Local Plan Strategy (2013)
- ‘saved’ policies of the Ryedale Local Plan (2002) and the 2002 Proposals Map
- The Yorkshire and Humber Plan (Regional Spatial Strategy), York Green Belt Policies (YH9 and Y1)

Wider legislation places specific statutory duties on planning authorities.

Section 40(1) of the **Natural Environment and Rural Communities Act 2006** (the ‘NERC’ Act), imposes a duty on public authorities in exercising their functions, to have regard to the purpose of conserving biodiversity.

All public bodies are required to comply with the rights and freedoms of the European Convention on Human Rights under the provisions of the **Human Rights Act (1998)**

#### **4.2 Development Plan**

None of the remaining saved policies of the Ryedale Local Plan or the Yorkshire and Humber Plan are considered to be relevant to the assessment of this application. It is noted however that the development limits for Pickering are, 'saved' through Policy SP1 of the Ryedale Plan-Development Plan Strategy.

The Ryedale Plan – Local Plan Strategy (LPS) , adopted 5th September 2013, provides recently adopted development plan policies which are compliant with national planning policy (the National Planning Policy Framework – NPPF). The current Proposals Map is the 2002 adopted Proposals Map. The LPS contains strategic policies to manage development and growth across Ryedale to 2027. It seeks to integrate the need to address development needs whilst protecting the environment and landscape and securing necessary improvements to services and infrastructure. The Plan directs most new development to the Market Towns and recognises that green field extensions to the Towns will be required to address development needs. It confirms that as part of this strategic approach, Pickering is a local service centre and secondary focus for growth. Of the three Market Towns of Pickering, Kirkbymoorside and Helmsley, the Local Plan Strategy states that Pickering provides the greatest range of shops, services and employment. In view of this the plan states that it is appropriate that Pickering accommodates a higher level of new development than both Kirkbymoorside and Helmsley. The following policies of the Ryedale Plan – Local Plan Strategy are relevant to the assessment of the application:

Ryedale Local Plan Strategy - adopted 5 September 2013 ( Ryedale Plan)

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 (In respect of public open space  
Policy SP12 - Heritage  
Policy SP13 - Landscapes  
Policy SP14 - Biodiversity  
Policy SP15 - Green Infrastructure Networks  
Policy SP16 - Design  
Policy SP17 - Managing Air Quality, Land and Water Resources  
Policy SP18 - Renewable and Low Carbon Energy  
Policy SP19 - Presumption in favour of sustainable development  
Policy SP20 - Generic Development Management Issues  
Policy SP22 - Planning Obligations, Developer Contributions and the Community Infrastructure Levy

### **4.3 National Policy Guidance**

#### **National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG)**

The NPPF provides national planning policy and it is also accompanied by practice guidance. Both are significant material planning considerations.

The NPPF makes it clear that it is the purpose of the planning system to contribute to the achievement of sustainable development. The framework makes it clear that there are three dimensions to sustainable development which give rise to the need for the planning system to perform an economic role, a social role and an environmental role. Para 6 of The Framework states:

*6. The purpose of the planning system is to contribute to the achievement of sustainable development. 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.*

The Framework establishes a set of core land-use principles to underpin the planning system within its overarching purpose of contributing to the achievement of sustainable development which include that planning should:

- Proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs
- Always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings

- Take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting Green Belts around them, recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it
- Support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change and encourage the reuse of existing resources, including conversion of existing buildings, and encourage the use of renewable resources
- Contribute to conserving and enhancing the natural environment and reducing pollution
- Promote mixed use developments
- Conserve heritage assets in a manner appropriate to their significance
- Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable
- Take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.

#### 4.4 The Presumption in Favour of Sustainable Development

Both the Development Plan and the National Planning Policy Framework include policies which promote a presumption in favour of sustainable development to be applied in the decision making process alongside the legislative requirement that decisions are made in accordance with the development plan unless material considerations indicate otherwise.

Paragraphs 11-16 of the National Planning Policy Framework details how the presumption in favour of sustainable development is to be applied. Paragraph 12 of the NPPF makes it clear that;

*“ Proposed development that accords with an up to date Development Plan should be approved and proposed development that conflicts should be refused unless other material considerations indicate otherwise”.*

Paragraph 14 specifically confirms that a presumption in favour of sustainable development is at the heart of the NPPF and should be seen as a golden thread running through plan-making and decision taking. It states that for decision- taking this means (unless material considerations indicate otherwise)

- *“ 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 planning permission unless:*
  - *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this framework taken as a whole; or*
  - *specific policies in the framework indicate that development should be restricted.”*

Policy SP19 of the Local Plan Strategy is consistent with the above national presumption but makes specific reference to the Local Plan and Neighbourhood Plans; working proactively with applicants and clarifies the application of the second bullet of the national presumption. It states;*"When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible and to secure development that improves the economic, social and environmental conditions of the area.*

*Planning applications that accord with the policies in this Local Plan (and where relevant, with policies in Neighbourhood Plans) will be approved without delay unless material considerations indicate otherwise.*

*Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:*

- *Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or*
- *Specific policies in that Framework indicate that development should be restricted”*

## **5.0 APPRAISAL**

**5.1** The main considerations in relation to this application are:

- The principle of the proposed development.
- Accessibility and sustainability
- Design considerations
- Neighbour impact.
- Highway Considerations including vehicular access, pedestrian, and general highway safety;
- Ecological considerations
- Drainage considerations
- Landscaping
- Archaeology
- Affordable Housing provision;
- Designing out crime;
- Potential ground contamination;
- Public Open Space; and
- Developer contributions.
- Contributors

## **6.0 Principle of Development**

6.1 As detailed above, planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. The site is not allocated in the development plan for residential development and falls outside the 'saved development limits. The principle of development will be established by taking account of the relevant policies in the development plan, together with all other material considerations.

## **6.3 Housing Supply**

Members will be aware that a number of housing sites that lie outside the 'saved' development limits have been approved in recent years. This was because at the time of their consideration, the Local Planning Authority were unable to demonstrate a deliverable 5 year supply of housing.

Policy SP2 (Delivery and Distribution of new housing) of the Local Plan Strategy commits the authority to the identification and maintenance of a supply of deliverable housing sites sufficient to provide five years worth of housing against the planned annual requirement of 200 homes per annum. The policy also commits to the provision of an additional 20% supply of housing land over the life of the plan (the equivalent of 200 homes over a five year period).

The policy is framed to reflect the requirements of national policy (paragraph 47 of the NPPF) which requires Local Planning Authorities to identify and maintain a five year supply of deliverable housing land with an additional supply buffer to provide a realistic prospect of achieving the planned supply and to ensure choice and competition in the market for land.

The NPPF states (paragraph 49) that housing applications should be considered in the context of the presumption in favour of sustainable development. It makes it clear that if a local planning authority cannot demonstrate a five year supply of deliverable housing sites, relevant policies for the supply of



housing should not be considered up-to-date. Paragraph 14 of the NPPF confirms that for decision making, the presumption in favour of sustainable development 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 this Framework taken as a whole; or*
- *Specific policies in this Framework indicate development should be restricted”*

Currently, Ryedale can demonstrate that it has a five year supply of deliverable housing sites. At 31/3/15 a total net supply of 1461 plots with planning permission existed which equates to 7.31 years of housing land supply (based on the planned housing requirement of 200 units per annum). The recent SHLAA Part 1 update (May 2015) illustrates that from this ‘raw’ supply (which equates to a numerical 5 year supply plus an additional 46%), 1173 new homes will be delivered over the next five years. This equates to 5.92 years worth of deliverable housing supply.

Members should be aware that this supply position does not include applications which are approved in principle and which are currently awaiting the completion of Section 106 agreements. In addition, it does not include the supply of housing land allocated in the Helmsley Plan. Members should note however that the ability to demonstrate a five year deliverable supply of housing land is not in itself a reason for the refusal of a planning application. Indeed, development can help to deliver a continuity of supply.

This is relevant in Pickering where there are limited sites with planning permission. It is however considered that the ability to demonstrate a five year deliverable supply has the effect of meaning the immediate need to release a site on the basis of housing land supply is not, in itself, a significant benefit of the application when considering the overall planning balance. In addition it means that the presumption in favour of sustainable development referred to in Paragraph 49 of the National Planning Policy Framework is not engaged. In view of this position, it is considered appropriate to consider the site in relation to other policies in the Ryedale Plan - Local Plan Strategy.

#### **6.4 Location of Development**

Policies SP1- (General Location of Development and settlement Hierarchy) of the Local Plan Strategy identifies Malton and Norton as a Primary Focus for Growth. Pickering, Kirkbymoorside and Helmsley are identified as a secondary focus for growth together with a number of identified Service Villages as a tertiary focus for growth. Policy SP2 (Delivery and Distribution of new housing), identifies that at least 3000 new homes will be managed over the period 2012-20127 to this hierarchy of settlements, with 25% directed towards Pickering.

**Policies SP1** - General Location of development and **Policy SP 2** - Delivery and Distribution of Housing includes the following strategy summary in respect of Pickering:

##### ***Pickering***

##### ***Place/Role***

*Local Service Centre - Growth to accommodate new homes and local employment opportunities. Centre for tourism and gateway to tourism and recreation opportunities further a field*

##### ***Approach/Ambitions***

- *Support the town’s role as the main Service Centre in northern Ryedale*
- *Housing and employment growth*
- *Provision of limited food retailing within existing Town Centre or sites with existing permission for food retailing*

- *Traffic management measures and sustainable travel initiatives to reduce congestion, impact on the character of the town and enhance the pedestrian experience*
- *New and improved sport and recreation facilities for residents and visitors*
- *Support the towns regional tourism role and support for existing attractions including Beck Isle Museum, Pickering Castle and the North York Moors Railway and events such as the Steam Rally and Wartime Weekend*
- *Support the town's role as a gateway to tourist attractions and recreational activities in the North York Moors National Park, northern Ryedale, including Dalby Forest, the Vale of Pickering and the Coast*

**Policy SP2** (Delivery and Distribution of new housing), identifies the sources of new housing that will contribute to the supply of new homes across the District. The part of the policy that relates to delivery in Pickering is as follows:

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

The key contributor to housing supply is:

*Housing land allocations in and adjacent to the built up area.*

It should be noted that reference to housing land allocations in Policy SP2 is because the anticipated supply of housing is to be made through residential allocations through the Sites Document. Whilst the Site Allocations Document is still at an early stage, and can only be given limited weight at this time, the key strategic locational principle equally applies to speculative proposals in advance of the site allocations reaching an advanced stage.

The Council is preparing the Local Plan Sites Document, and a public consultation on preferred sites has recently taken place. The application site was included as a potential site option for Pickering, and generally performed well. It is closely related to existing housing to the south of Pickering, and from any distant views will be seen in the context of the existing built development. It is well related to enable access to services, schools and employment by foot or bicycle. The applicant has advised that the nearest bus stops are on Greenlands, Firthland Road and Manor Drive, where hourly bus services to the town centre operate. The Coastline bus also provides a regular bus service to other towns including Malton, York, Leeds and Whitby. The supporting information further advises that:

*The local area has good provision of services which include Humpty Dumpty Nursery which is within a 5 minute walking distance, St Joseph's Primary School, Pickering Junior School and Lady Lumley Secondary School which are within 10 minute walking distance. Pickering town centre is within 10 minute walking distance where a variety of restaurants, pubs, shops and other services can be found. Pickering medical practice which is the local healthcare facility is also within 10 minute walking distance from the site. The proposed scheme has been designed to encourage use of various transport modes and it includes safe and accessible routes and footpath links to increase connectivity by foot to the local facilities.*

The table below includes information submitted by the application to demonstrate the sustainability of the site:

**Table 5.1 – Key Trip Attractors by Foot**

Trip Attractor	Most Direct Route	Approx Walking Distance (& Time*)
<b>Schools</b>		
Pickering Community Junior School	• Firthland Road – Anchorite Lane – Teal Lane – Middleton Road	800m (10 mins)
St Joseph’s RC Primary School	• Firthland Road – Anchorite Lane – Teal Lane – Swainsea Lane	800m (10 mins)
Lady Lumley’s School	• Firthland Road – Anchorite Lane – Teal Lane – Swainsea Lane	1km (12 mins)
Northern Ryedale Sure Start Children’s Centre	• Firthland Road – Anchorite Lane – A170 Westgate – The Ropery – Potter Hill – Train Lane	1km (12 mins)
Pickering Community & infant Nursery School	• Firthland Road – Goslipgate – A170 Southgate/Hungate – Kirkham Lane	1.4km (18 mins)
<b>Foodstores</b>		
Co-op Food	• Firthland Road – Goslipgate – A170 Southgate – The Ropery – Market Place – Champley Mews	1.1km (14 mins)
Co-op Food	• Firthland Road – Goslipgate – A170 Southgate/Hungate – Eastgate	1.4km (18 mins)
<b>Main Town Centre Bus Area</b>		
• Firthland Road – Anchorite Lane – A170 Westgate – The Ropery		800m (10 mins)
<b>Town centre shops and employment sites – Market Place/Birdgate: (including: banks, travel agents, cafes, butcher, baker, public houses, electrical appliance shops, post office, pharmacy, chemist, newsagent, florist, estate agent, restaurants, greengrocers, independent shops)</b>		
• Firthland Road – Goslipgate – A170 Southgate – The Ropery – Market Place - Birdgate		1.3km (16 mins)
<b>Health</b>		
Pickering Medical Practice	• Firthland Road – Goslipgate – A170 Southgate	800m (10 mins)
North Yorkshire Dental Care	• Firthland Road – Anchorite Lane – A170 Westgate – The Ropery – Potter Hill – Train Lane	1km (12 mins)
Pickering Pharmacy	• Firthland Road – Goslipgate – A170 Southgate – The Ropery – Market Place	1.1km (14 mins)
Pickering Dental Health Practice	• Firthland Road – Goslipgate – A170 Southgate/Hungate	1.1km (14 mins)
Birdgate Dental Practice	• Firthland Road – Goslipgate – A170 Southgate – The Ropery – Market Place - Birdgate	1.3km (16 mins)
<b>Leisure Facilities</b>		
Northern Ryedale Leisure Centre	• Firthland Road – Anchorite Lane – Teal Lane – Swainsea Lane	1km (12 mins)
Ryedale Pool and Pickering Recreation Club	• Firthland Road – Goslipgate – A170 Southgate/Hungate – A169 Malton Road – Mill Lane	1.4km (18 mins)

\* Based on an average walking speed of 1 mile per 20 minutes (3mph).

In view of the above, it is considered that the site accords with the spatial and locational criteria in the Ryedale Plan - Local Plan Strategy, and the proposal is not of a scale that would limit other choices in Pickering.

Furthermore it fits with the criteria of the type of site that the Council is looking for. Accordingly, it is considered that the principle of the development of this site is acceptable.

## 6.5 Type and Mix of Housing

It is considered that the proposed development will provide a mix of house types in accordance with Policy SP4 Type and mix of new housing. Furthermore the development will result in the provision of two bungalows.

## 7.0 DESIGN

7.1 Policy SP16 design, includes the following requirements;

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.

The NPPF also recognises the importance of good design, and states:

*56 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.*

The application is accompanied by a Design and Access statement. This makes reference to the historic core of Pickering, but states that;

*Viewing the built vernacular in the round, there is little to suggest a dominant built form or style to the area surrounding the site to give a detailed design cue for the scheme. However, despite the varying age and style of the properties the majority are two storey in height with front and rear gardens with more modern properties benefitting from off street parking. The materials palette is equally as mixed with red/brown engineering and buff bricks being the main facing material of choice whilst the older properties have slate roofs, concrete roofs are also prevalent.*

Officers acknowledge that the housing immediately around the site lacks any definitive architectural character. Nevertheless it was considered that the plans as originally submitted failed to pick up on the character of dwellings fronting the street with important spacing between them, and in some areas attractive areas of grassland to the frontages. Furthermore, the application includes a new access road which could in the future lead to further housing land. If the development of the submitted site failed to provide an attractive entrance to this site, and potentially further land, this would set a low design parameter from the start. In view of this officers have spent a significant amount of time working with the applicants to seek to improve the relationship of the proposed houses with those in the surrounding area, the layout of the access roads, and the provision of sufficient room for 'meaningful landscaping.

The revised plans include a more traditional road layout with houses better related to it. The house types themselves are standard ones used by Persimmon Homes. However the revised plan includes better spacing between them, and also more traditional detailing. The main access road will have landscaped areas to the western approach together with a row of statement trees. These will continue into the entrance to the housing site itself. Further meaningful landscaping will be provided between plots 49 and 43 Firthlands Road, which includes a footpath from the site. Officers consider that further improvements could be made to spacing between the dwellings. Rows of houses with parking to the front can result in a car dominated environment. Providing more driveways to the side of dwellings would also provide more room for landscaping.

It is also considered that some aspects of the design of the dwellings could be improved. Nevertheless the applicant is not prepared to reduce the density further for viability reasons. In relation to the design, as stated earlier they are the applicants standard house types. However some improvements have been made to the detailing. Given the improvements that have been made to the development as a whole, in particular in relation to the road layout the landscaping overall, it is considered that the proposal is acceptable in terms of its design approach and that a refusal on these grounds could not be sustained.

## **8.0 NEIGHBOUR IMPACT**

**8.1** The nearest neighbours to the site are the row of dwellings that form the northern boundary of the site. Houses to the eastern boundary are predominantly separated by an existing area of public open space. A detached dwelling, Long Acres is also situated between the proposed housing and the access road.

**8.2** Officers had significant concerns regarding the initial plans submitted. This was because the layout included an almost continuous row of housing which would have few breaks in it. Officers considered that this layout would have resulted in an over bearing presence for existing occupiers. This is in particular because the existing houses on Firthland Road are one and a half storey. The revised plan has broken up the row of houses to provide some gaps in the block length. Concerns were also raised in relation to the location of the open space which was situated to the rear of plots 49 to 57 Firthland Road. This could have resulted in disturbance by virtue of general noise activity and the possibility of ball games against the common boundary. The public open space has been deleted from this area, and a larger landscaped boundary provided near to the footpath. Two detached dwellings have now been located to the rear of plots 49 to 55 Firthland Road. The separation distance between the existing and proposed houses in this area ranges between 22m and 24m. Plots 20 and 21 are 21m to the rear of 57 to 61 Firthland Road. The proposed dwellings are however, single storey. The separation distance to the rear of 65 to 67, and 77 to 79 Firthland Road is 25m. These are two storey dwellings. Plots 11 to 16 are a minimum of 25 from the rear of 69 to 75 Firthland Road. These dwellings are two and a half storey high, with a ridge height of 9.7m. Four parking spaces will be provided to the rear albeit separated from the common boundary by 4m. Whilst space standards between dwellings no longer apply it is commonly accepted that a separation of 18m to 20m between directly facing bedroom windows is acceptable. All the distances shown are in excess of this guidance. Officers have taken account of the small scale of the existing dwellings, and also the significant height of plots 11 to 16. They have also considered the orientation of the site in relation to existing dwellings. However, it is considered that the distances are within accepted tolerances. Equally, plots 7 and 8 are in excess of 35m from the existing dwelling to the west of the site, Long Acres. The separation between 41 and 43 Firthland are also considered acceptable. The existing houses on Greenlands have a separation from the proposed houses by an area of existing open space. Due to the shape of the open space, 6 and 10 Greenlands are the closest to the proposed dwellings. However it is again considered that the distances are in excess of accepted distances.

**8.3** It is considered that there will be some impact on dwellings elsewhere due to the increase in traffic associated with the development. This will in particular be in relation to those houses directly opposite the proposed access. However the site is located within a primarily residential area, and there will be some visual improvements as a result of the removal of the unkempt garages and proposed landscaping.

**8.4** There is no doubt that the development will have some impact on the exiting amenities of neighbouring occupiers, however it is not considered that the impact is sufficient to warrant refusal of the application on that basis.

## **9.0 AFFORDABLE HOUSING PROVISION**

**9.1** Policy SP3 - Affordable Housing- states that where local need exists, the Local Planning Authority will seek the provision of new affordable homes. The requirement on this site is 35 per cent. the scheme will provide 18 affordable homes comprising:

4 no. 1 bedroom flats  
8 no. 2 bedroom semi detached and;  
6 no. 3 bedroom terrace houses.

The remaining 0.2 of a dwelling would be made in the form of a contribution.

**9.2** The affordable housing provision will comprise 10% intermediate, and 90% rented. The Councils' Affordable Housing Officer expressed concerns regarding the floor area of the proposed one bedroom flats, which are approximately 35m<sup>2</sup>. This is below the 50m<sup>2</sup> space standards recommended by most registered providers, the 3 bedroom dwelling is also below recommended sizes. The applicant has however advised that they have built the same size properties in Easingwold where they have been taken on by Broadacres.

On going discussions are being carried out with the Council's Affordable Housing Officer and the applicant regarding this matter. It is hoped to update members at the meeting.

## **10.0 HIGHWAY CONSIDERATIONS**

**10.1** The layout includes the provision of a new access at the western extent of the site, running along the southern extent of the proposed housing. The entrance is separated from the proposed housing by a detached house set back from the road. A large landscaped area will be provided adjacent to the access road. An emergency vehicle access will be provided at the eastern end of the site, which will also incorporate a footpath in a landscaped setting. A pedestrian link will also connect the south eastern corner of the application site with Greenlands Road.

**10.2** North Yorkshire Highways have been consulted on the application. In relation to the original plans they advised:

*1. The section of Firthland Road onto which the proposed estate road access is to be formed has a long standing issue with on-street parking, due to the adjacent properties having no on-site provision. With the loss of the adjacent garaging this is unlikely to improve. Given that the carriageway only has an effective width of 3.5 metres due to the parked vehicles, I would expect that the developer improve this section of highway to ensure two-way traffic can be accommodated for all vehicles, and as the new estate road is proposed at 6 metres wide, this width would be expected here.*

*2. I have concern over the parking provision shown, with many of the two and three bedroom properties having a single on-site parking space, the likelihood is that this will lead to on-street parking. The applicant is no doubt aware that Governmental advice contained in Planning Practice Guidance urges local planning authorities seek to ensure parking provision appropriate to the needs of the development that would not lead to congested streets. Given the widths proposed I am of the opinion this may well give rise to such a problem and the parking allocation should therefore be looked at more favourably. 3. The proposed layout does not provide any measures to ensure traffic speeds are kept to the recognised 20mph within the site, especially on the approach road.*

*4. Section 4.18 of the Planning Statement mentions a submitted Travel Plan, but it does not appear to be included with the documents available on-line. Similarly, it mentions public transport enhancements, but no further information or commitment on the part of the applicant has been mentioned, and these should be brought forward for consideration.*

10.3 Negotiations were carried out with the applicant in response to these comments. This in particular included better parking provision. In view of this North Yorkshire Highways responded as below:

**Re. Revised plans (Drawing Nos. 687/001 Rev. C; R/1751/1; 687/003 and various house plans) as notified by letter from Ryedale DC dated 3 August 2015.**

*Some of the parking allocation for the 4 bedroom properties would appear to be too tight.*



*Provision should be made for 3 spaces each, all clear of the proposed adoptable estate road and/or private shared driveway, and still enable pedestrian access via the property doors. Plots 22, 23, 24, 28, 39, 41 and 48.*

*The link off the estate road back to Firthland Road needs to be modified to keep pedestrian/cyclists clear of the existing vehicular access to the garages. Appropriate restraints will be required to prevent through use by vehicular traffic, and similarly between the two proposed culs-de-sac and footway link into Greenlands Road.*

*The landscaping plan does not identify the whereabouts of the species. For the main spine road, it is recommended that the verge width be increased to six metres to permit a more varied, hardwood tree species that would mature well. This could be achieved on both sides up to where the housing is located, and continued along the south side if desired. This principle of this arrangement could also be brought in along future sections of the spine road at the time of any scheme coming forward. The remaining three metre-wide verges can be planted with trees, but the species allowed would be limited.*

*The developer is advised to refer to Appendix H of the NYCC Residential Highway Design Guide. Some traffic calming features would need to be designed for the spine road along the 'open' section. These may not necessarily be vertical restraints.*

*The off-site changes to accommodate parking arrangements on Firthland Road opposite the site are noted. During the construction period, it is expected that a traffic management plan be prepared and implemented that covers routes and timings of site / delivery traffic. This is likely to involve a one-way arrival and departure system, and **may** need to include introducing **temporary** waiting restrictions along certain short lengths of the immediate highway network, in order to ensure traffic is able to pass along the highway safely and satisfactorily.*

*Subject to receiving amended plans that satisfactorily clarify the on-site parking, safeguarding the footway links and verge landscaping arrangements, no highway authority objections are raised in principle to the proposed development, and conditions are recommended.*

**10.4** Letters of objection from neighbouring occupiers have raised concerns regarding the capacity of the surrounding roads. This is also referred to in the response from Pickering town Council. The highway aspect of their response states:

*The Council asks that consideration is given to improving traffic flow along Manor Rive and Firthland Road. The new development, during construction and upon completion, will generate additional traffic movement. Manor Drive is now a single lane thoroughfare (because of parking on the west side of the road) and drivers along Firthland Road have to negotiate higgledy-piggledy parking on the north side of the road. Anchorite Lane where it meets the A170 is a junction where drivers have to take the greatest care. Negotiating these roads becomes even more demanding when traffic is backed up along Westgate from the traffic lights as some drivers, travelling eastwards, who do not want to be unduly delayed, will leave the A170 at Manor Drive, travel along Firthland Road and return to the end of Vivis Lane, thereby creating additional traffic movement along roads already difficult to negotiate.*

North Yorkshire Highways have taken account of the capacity of the road system, and have not objected to the development on that basis. Clarification of their views in response to the comments of the Town Council have been sought, and Members will be updated at their meeting. In relation to comments of neighbouring occupiers regarding pedestrian crossing of Firthlands Road. North Yorkshire County Council - Highways have made the following response:

*I've looked on site regarding the objection letter on the matter of the crossing of Firthland Road, and do not consider that the amount of traffic v. pedestrians crossing there at school times will be raised to such a level as to be detrimental to highway safety.*

*For example, a check done on the afternoon of 13 January 2016 saw only 3 pedestrians cross Firthland Road to the west of Anchorite Lane over a 45-minute period (15.40 to 16.25), during which time 55 vehicles passed this point in both directions (i.e. an average of 1 vehicle every 41 seconds).*

*However, it would not be unreasonable to request that the applicant install 2 no. SLOW road markings on red anti-skid patches on the approaches to the bend/junction with Anchorite Lane as a low cost outlay to give additional awareness to drivers at that point. The SLOW marking should be positioned in the middle of the carriageway, so to still be visible if a parked vehicle was over the side of the patch.*

**10.5** In relation to the proposed parking, the revised plans have now resulted in most dwellings having a minimum of two parking spaces off road. A number of dwellings also have a garage. The exception are Plots 17 and 18 which are two bedroomed and have one space each. Plots 34 to 37 are one bedroom flats, and again have one parking space each.

It is of note however that the site provision on the site accords with the North Yorkshire County Council Interim Guidance on parking standards and travel plans 2015.

## **11.0 LANDSCAPING**

**11.1** The Ryedale Plan - Local Plan Strategy in policy SP12 Heritage requires that distinctive elements of Ryedale's historic environment will be conserved and where appropriate enhanced. This includes:

- *The network of historic field systems across the District and in particular, the historic field patterns around Pickering and other settlements on the northern side of the Vale of Pickering.*

The site lies at the southern edge of Pickering where there is evidence of historic field patterns. Nevertheless, the fields covered by the application site are not intact, and have lost some of their original hedges. In addition the western edge of the site is truncated and has lost its historic character. The site is also surrounded to the west and east by existing development and has a more urban feel to it. Accordingly, it is not considered that the loss of the application site would result in **the loss of important historic fields.**

**11.2** In relation to the landscaping of the site itself, concern was raised by officers that the application as submitted left little opportunity for any meaningful landscaping either within the site, or along the boundaries. This was in part due to the lack of spacing between dwellings and also the proliferation of parking to the front of dwellings. The revised plans have resulted in a significant improvement to the plans. Whilst the layout still includes areas where parking will dominate the streetscene, further planting has been provided elsewhere. Of particular note is the provision of mature trees along the main access to the site, and the landscaped areas around the emergency access/pedestrian access. Hedges have also been provided where possible to front gardens. It is considered that subject to appropriate condition, the landscaping proposed is acceptable.

**11.3** The Town Council has queried future maintenance of landscaped areas, and verges. The applicant has advised that a management company will take charge of the Public open space and landscaping on site. In relation to verges, the applicant has advised that they are working with the Highway Authority in order to get the grass verges along the roads adopted. Taking on board the comments of the Town Council this aspect will be discussed further with the applicant, to ascertain if the landscaping along the new road can be 'classed' as public open space and subject to maintenance by the management company.

## **12.0 PUBLIC OPEN SPACE**

**12.1** The application triggers a requirement for Public Open Space provision on site. This is in the form of a Local Area of Play. Contributions will also be required equivalent to 0.2 hectares for outdoor sports. This will be subject to a Section 106 agreement.



The Town Council has advised that a play area adjoins the site which has limited equipment on. They stated that with a new estate, additional equipment will be required. It is considered that the LAP is necessary to serve the application site itself.

### **13.0 ECOLOGY**

**13.1** The application is accompanied by an ecological appraisal. This states that the site will have no adverse effects on any statutorily designated sites or indeed non statutory designated sites. None of the hedgerows are classified as important, and the grassland within the site is species poor, and of a type that are of widespread and common occurrence. One tree contains a single feature suitable for use by roosting bats, and therefore the retention of the tree is recommended. Further bat roost surveys will be required if the tree is to be removed. Reference is made to owls nesting in one of the buildings, whilst the building is not located on this part of the site, it could be affected by the development.

The Councils' Countryside Management Officer has been consulted on the application, and has recommended that the following conditions be imposed:

#### **13.2 Biodiversity method statement - Condition**

No development shall take place until a method statement for the creation of new wildlife features had been submitted to and approved by the local planning authority. The content of the method statement shall include the following:-

- a) Purpose and objectives for proposed works
- b) Detailed designs/working methods necessary to achieve stated objectives
- c) Extent and location of proposed works
- d) Timetable for implementation
- e) Persons responsible for implementation
- f) Initial aftercare and long term maintenance.

The works shall be carried out strictly in accordance with the approved details and shall be retained in that manner.

#### **Protection of breeding birds during construction - Condition**

No removal of hedgerows, trees or shrubs shall take place between 1<sup>st</sup> of March and 31<sup>st</sup> of August inclusive, unless a competent ecologists has undertaken a careful, detailed check of vegetation for active birds nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

#### **Condition - Immediate pre-development Barn Owl re-survey**

No building and construction work shall be commenced unless evidence has been provided to the Local Planning Authority that no birds are nesting (at the development site to which this consent applies) immediately prior to work commencing.

Reason: to ensure that nesting Barn Owls are not disturbed by development works and to enable the Local Authority to fulfil its obligation under Section 25 (1) of the Wildlife & Countryside Act (1981).

#### **Condition - Permanent provision within buildings**

A permanent accessible nesting space for Barn Owls shall be provided within one or more of the developed buildings to which this consent applies, and thereafter maintained, in accordance with details that shall have first been submitted to, and approved in writing by, the Local Planning Authority, and in line with natural England guidance.

Reason: to secure the long-term protection of the species

## **14.0 ARCHAEOLOGY**

**14.1** During consultation on the application, the County Archaeologist advised that the development lies within an area of high potential for the presence of archaeological remains relating to settlement and burial activity dating from the prehistoric and Roman periods. The area lies at the interface between the Tabular Hills and the wetlands of the Vale of Pickering. In view of this a geophysical survey together with trial trenching was required.

**14.2** The recommended work was carried out by the applicants, which included 11 trenches. Four of the eleven trenches contained archaeological features which pre-dated the medieval ridge and furrow. These features provided evidence for the survival of significant archaeological remains relating to an Iron Age/Romano British system of ditches, enclosures and settlement. Therefore there is high potential for the ground disturbing works associated with the development to encounter further significant archaeological remains. It is therefore recommended that a scheme of archaeological mitigation recording is undertaken. In order to secure such a scheme, it is recommended that an appropriate condition be imposed.

## **15.0 DRAINAGE**

**15.1** The site lies within Flood Zone 1, and as such is not at risk of flooding. In relation to drainage, foul drainage will connect to the existing system on Firthland Road, and surface water will discharge to soakaways. The applicant has advised that the ground conditions are suitable. Yorkshire Water has not objected to the proposal. The Environment Agency has not objected subject to the development being carried out in accordance with the submitted Flood Risk Assessment. The Internal Drainage Board have been consulted and advised that they do not object. However if there is a change from the use of soakaways it may be necessary to make a commuted sum payment to upgrade the local ditch network.

## **16.0 NOISE**

**16.1** The site is situated to the east of the industrial estate on Westgate Carr Road. In view of potential noise associated with it, the applicants carried out a noise survey. The Councils' Environmental Health Officer expressed concerns regarding the original details, and requested that further survey work be carried out. Furthermore no mitigation was proposed. She has advised that complaints have been received by existing residents in the area in relation to noise from the industrial estate. It is important that new residential developments close to industrial sites do not result in complaints that would ultimately harm the existing business or result in an unacceptable residential environment. Detailed negotiations have been carried out with the applicant, and the latest plans include a landscape buffer on land to the extreme west of the proposed housing. This has been modelled, to take account of the various noises sources and the Councils' Environmental Health has confirmed that the mitigation proposed is acceptable

## **17.0 LAND CONTAMINATION**

**17.1** A preliminary geo-environmental investigation of the site was carried out, which included a wider area of land. The report found that there were some potential sources of contamination on the site. This could have been as a result of a small back filled quarry. It is therefore recommended that if permission be granted, it be subject to a condition requiring a phase 2 investigation.

## **18.0 REPRESENTATIONS**

**18.1** 13 letters have been received in relation to the application. The letters are available for Members to view on the Councils' public access system. The following is however a list of the main points made:

<b>objection</b>	
Access and Parking	<ul style="list-style-type: none"> <li>☒ Access too near Anchorite Lane. Parking on Firthlands Road makes access difficult</li> <li>☒ Parking provision not acceptable</li> <li>☒ Additional traffic will cause problems, and the site is too far from amenities</li> <li>☒ Transport assessment not adequate</li> </ul>
<b>Response</b>	<p><b>The Highway Authority has been consulted on all aspects of the application process. They have requested changes which have been incorporated. The parking provision complies with North Yorkshire County Council standards . See section 10.0</b></p>
Emergency access/pedestrian link	Numbers 41 and 43 Firthland Road have access to their rear garages. What will stop motor bikes or cars using it ?
<b>response</b>	<b>The access is for emergency vehicles only, and can be signed and bollarded as required near the entrance to the housing. The access to the garages is maintained</b>
Social Housing	The social housing is all together and not spread through the site.
<b>Response</b>	<b>12 houses are located together, but directly opposite market housing, and with market housing to either side. A further 6 houses are situated further along the access road. It is considered that the spread and mix of houses together is acceptable.</b>
Neighbour amenity	Including overlooking, increased risk of access to neighbours property, noise and light pollution,, impact on house prices. Particular concern regarding height of 2.5 storey houses to rear of those on Firthland.
<b>Response</b>	<b>Development inevitably increases activity. However the site is in a predominately existing residential area, and the distances between dwellings complies with accepted standards. House prices are not a planning consideration. Neighbour impact is addressed in section 8.0 of this response. Officers agree that the 2.5 storey dwellings are high and sought to re-locate them. The applicants contend that this is the only location they will work as a layout. Given the distance from the dwellings on Firthlands Road it is not considered that the development can be refused on neighbour impact grounds.</b>
Insufficient services	E.g. lack of dentists/ doctors, schools, child care
<b>Response</b>	<b>In relation to schools, County Education have requested contributions towards Pickering junior school. During work on the Ryedale Plan - Local Plan Strategy, there was no evidence of a shortfall in provision, however retention of GP's goes beyond what can be considered through this application.</b>
Landscape and impact on wildlife	High density houses will have a devastating impact on wildlife and attractive open countryside.
<b>Response</b>	<b>The application is accompanied by an ecological survey. This has been addressed in section 13 of the report.</b>
Public open space	Development will deliver insufficient open space
<b>Response</b>	<b>The POS accords with policy, and will also provide significant landscaping on the entrance to the site. Contributions will also be required.</b>
Is there a need?	Not aware of increase in jobs

No new employment	
<b>Response</b>	<b>Principle of development and housing supply considered earlier in this report. Given the location of the site within a market town, it is not considered that lack of new jobs is a reason for refusing housing that accords with the spatial strategy of the development plan.</b>
Drainage	Site becomes waterlogged. how will drainage cope
	<b>The site is Flood Zone 1 recommend SUDS to address flood risk issues</b>
Loss of agricultural Land	<b>The site is Greenfield land, however this in itself is not sufficient reason to refuse the application. It is Grade 3 land which is good to moderate. The site is on land which is identified as having an agricultural land value of GIII with no differentiation between 3a and 3b, it cannot be assumed that the sites' development would not lead to a loss of some Best and Most Versatile Land . However, the land surrounding Pickering is GIII with an area of GII to the south. On balance, the loss of Best and Most Versatile Land on this site would not lead to an unacceptable loss of Best and Most Versatile Land, within the Pickering area.</b>
Loss of View	<b>Loss of View is not a material planning consideration</b>

- insufficient public open space.
- Social housing all together making it possible for a bad image area.
- Neighbour at 43 Firthland states he has access to the rear of his property. What prevents the path being used by cars and motor cycles

## 19.0 CONTRIBUTIONS

**19.1** As detailed above, contributions will be required in respect of Public open space and affordable housing.

**19.2** In addition, the County Education Authority has advised that contributions to take account of a shortfall of 11 spaces at Pickering Community Junior school are required.

## 20.0 SUMMARY

**20.1** The Council can demonstrate a 5 year supply of land. As such when considering the planning balance, housing supply is not an overriding reason why the site should be brought forward at this stage. Nevertheless, the site performs generally well and its limited development accords with the strategic locational policies in the Ryedale Plan - Local Plan Strategy. It is of note that the approval of such sites for housing in sustainable localities help to maintain the overall supply of sites.

The application was validated on November 20th 2014. Officers had significant concerns regarding the layout of the application as submitted. It has been a long process, but it is now considered that significant improvements from the original scheme have been made. This is in particular in relation to the provision of driveways to the side of some dwellings, which provides a less car dominated approach together with the submission of a meaningful landscaping scheme. There are however unresolved issues in relation to the size of the proposed affordable housing, and comments from the Police Designing Out Crime Officer. As such the recommendation is pending. It is hoped to update members with further information in the Late papers or at their meeting.

**RECOMMENDATION:**                      **Recommendation Pending**

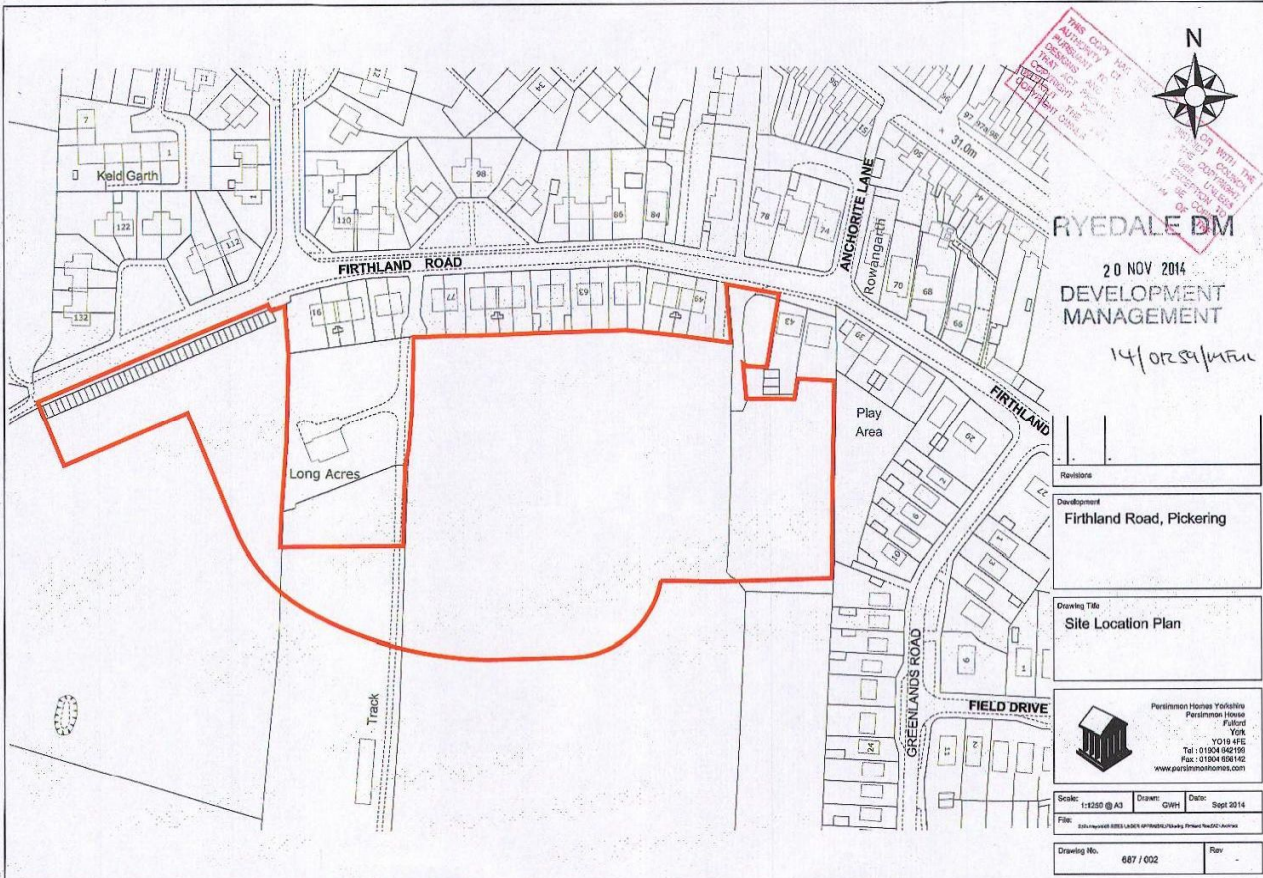
**Background Papers:**

Adopted Ryedale Local Plan 2002

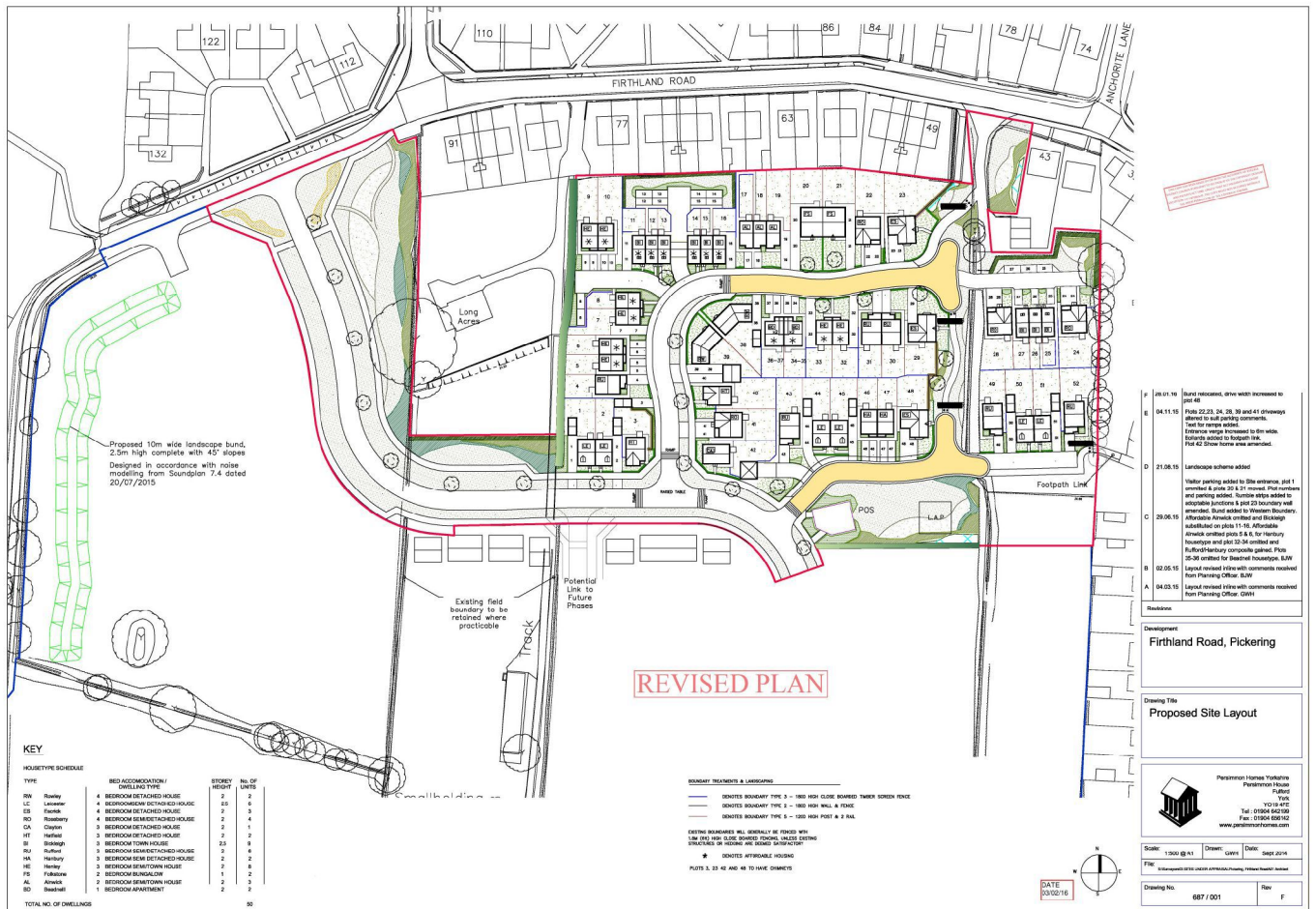
Local Plan Strategy 2013

National Planning Policy Framework

Responses from consultees and interested parties







Proposed 10m wide landscape bund, 2.5m high complete with 45° slopes  
Designed in accordance with noise modelling from Soundplan 7.4 dated 20/07/2015

**KEY**

HOUSETYPE SCHEDULE			
TYPE	BED ACCOMMODATION/ DWELLING TYPE	STOREY HEIGHT	NO. OF UNITS
RA	4 BEDROOM DETACHED HOUSE	2	2
LC	4 BEDROOM DETACHED HOUSE	2.5	6
EB	4 BEDROOM DETACHED HOUSE	2	3
BD	4 BEDROOM SEMI-DETACHED HOUSE	2	4
CA	3 BEDROOM DETACHED HOUSE	2	1
HT	3 BEDROOM DETACHED HOUSE	2	2
BT	3 BEDROOM TOWN HOUSE	2.5	8
SB	3 BEDROOM SEMI-DETACHED HOUSE	2	8
HA	3 BEDROOM DETACHED HOUSE	2	2
HE	3 BEDROOM SEMI-DETACHED HOUSE	2	8
FB	2 BEDROOM BUNGALOW	1	2
AL	2 BEDROOM SEMI-DETACHED HOUSE	2	3
AD	1 BEDROOM APARTMENT	2	2

TOTAL NO. OF DWELLINGS 90

**BOUNDARY TREATMENTS & LABELLING**

- IDENTITY BOUNDARY TYPE 3 - 1800 HIGH CLOSE BOWLED TANKED SCREEN FENCE
- IDENTITY BOUNDARY TYPE 2 - 1800 HIGH WALL & FENCE
- IDENTITY BOUNDARY TYPE 1 - 1800 HIGH POST & RAIL

EXISTING BOUNDARIES WILL GENERALLY BE FENCED WITH 1.8M HIGH CLOSE BOWLED SCREEN, EXCEPT STRUCTURES OR RECORDS WILL BE MAINTAINED

★ IDENTIFY AFFORDABLE HOUSING

PLOTS 2, 23, 42 AND 48 TO HAVE DRIVEWAYS

- F 28.01.16 Board received, drive ways increased to plot 48
- E 04.11.15 Plots 22, 23, 24, 26, 28, 29 and 41 drawings altered to suit parking comments. Tied for ramps added. Entrance ways increased to 6m width. Boundary added to bottom 10m Plot 42 Drive from west entrance.
- D 21.08.15 Landscape scheme added
- C 29.06.15 Final parking added to site plan, plot 1 omitted & plot 20 & 21 moved. Plot numbers and names added. Further notes added for accessible junctions & plot 23 boundary wall amended. Bound added to Firthland Road. Affordable Housing omitted and Bicknigh substituted on plot 15 & 16. Affordable Housing omitted plots 2 & 6 & for Hartley Newport and plot 25. Affordable Housing & Bicknigh substituted on plot 24. Plot 25-26 omitted for Affordable Housing. B.M. Layout revised with comments received from Planning Officer. S.W.
- B 02.05.15 Layout revised with comments received from Planning Officer. S.W.
- A 04.03.15 Layout revised with comments received from Planning Officer. S.W.

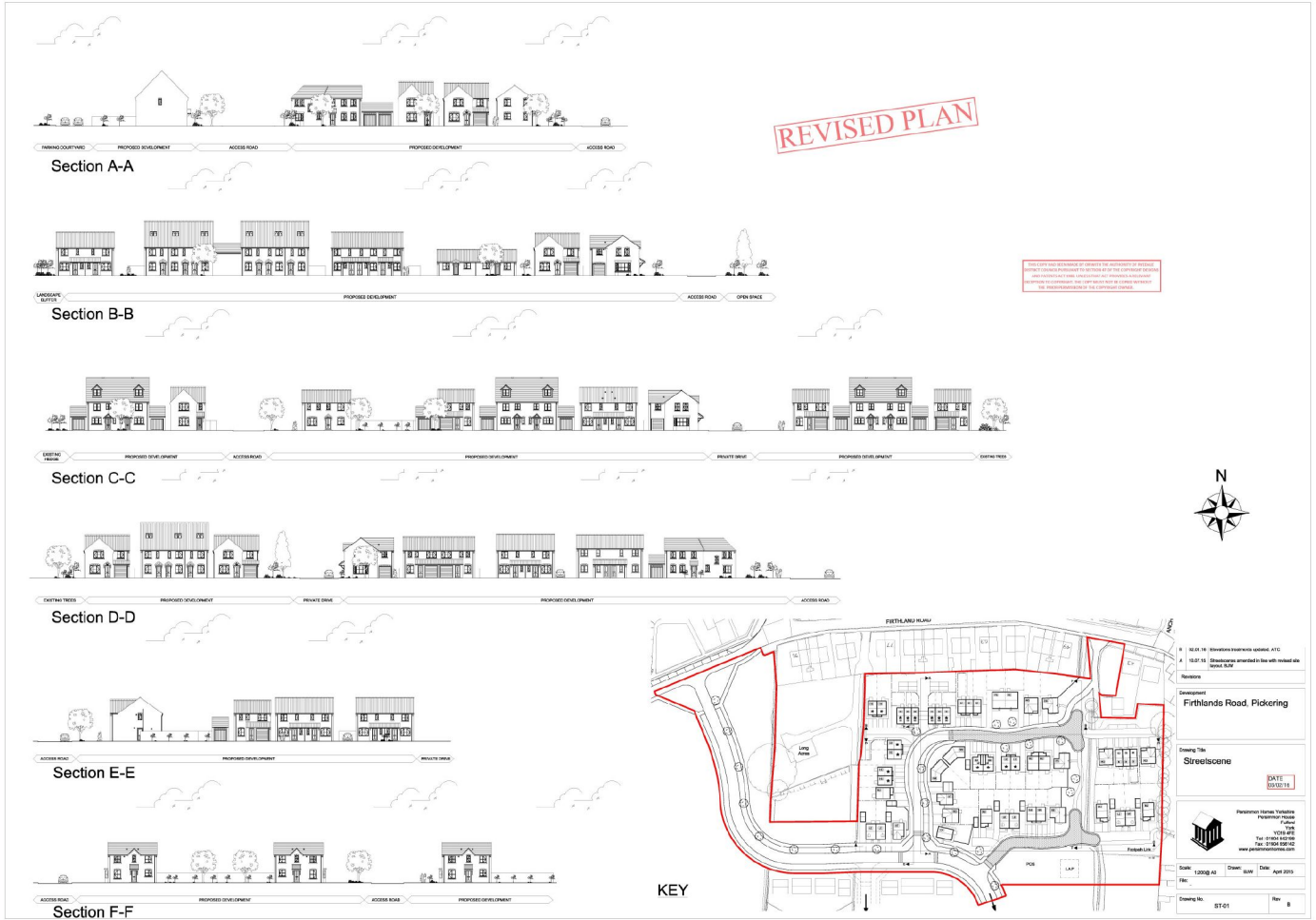
**Development**  
Firthland Road, Pickering

**Drawing Title**  
Proposed Site Layout

Perimeter Homes Yorkshire  
Perimeter Homes  
Raffles  
York  
YO2 9PE  
Tel: 01904 621200  
Fax: 01904 621212  
www.perimeterhomes.com

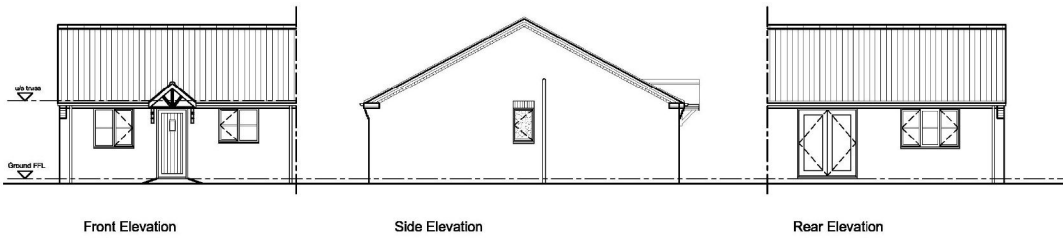
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Date: Sept 2015

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Rev: F





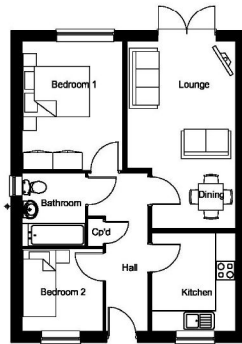
# REVISED PLAN



Front Elevation

Side Elevation

Rear Elevation



Ground Floor Plan

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B	Jan 16	Elevations amended ATC
A	Dec 15	Elevation treatment amended in accordance with LA comments_3DP

Revisions

Development:  
**Firthland Road,  
 Pickering**

Drawing Title  
**The Folkstone Housetype  
 Planning Drawing**

Penkman Homes Yorkshire  
 Penkman House  
 Fulford  
 York  
 YO18 4BE  
 Tel: 01904 842199  
 Fax: 01904 526142  
 www.penkmanhomes.com

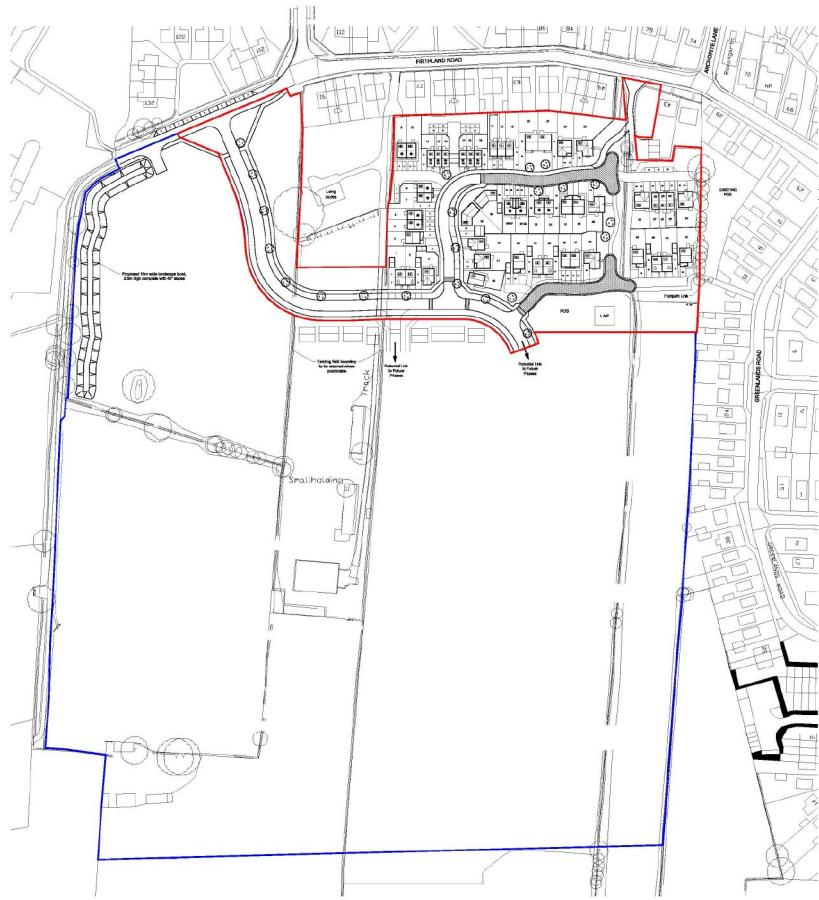
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File: 8\Drawings\02 Standard Drawings\House - Core House Type		


DATE  
15/01/16

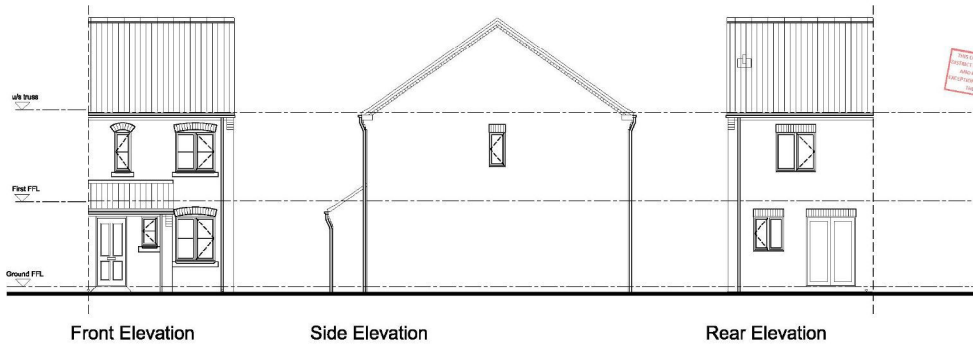
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# REVISED PLAN

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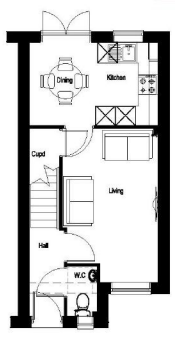
Revisions		
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Drawing Title <b>Location Plan</b>		
 Parsimmon Homes Yorkshire Parsimmon House Fallowfield York YO15 4FE Tel: 01904 545199 Fax: 01904 550142 www.parsimmonhomes.com		
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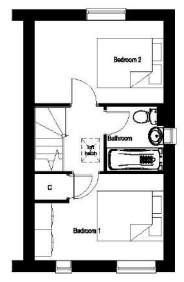
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Front Elevation                      Side Elevation                      Rear Elevation

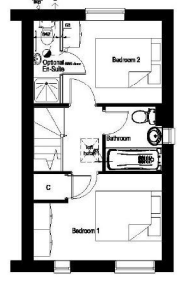
**REVISED PLAN**



Ground Floor



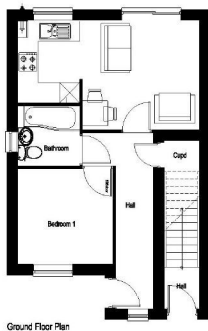
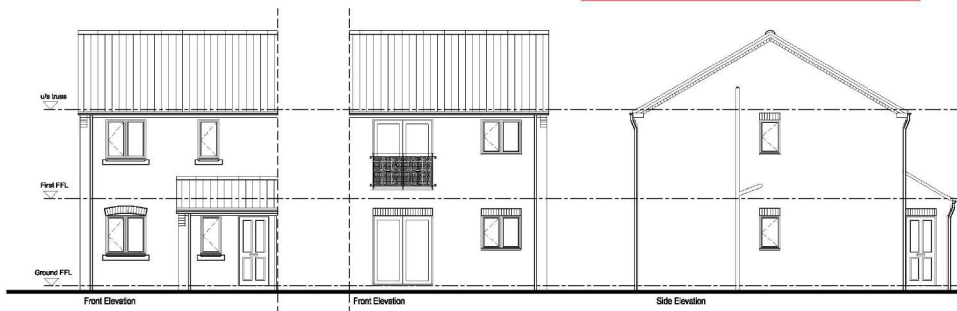
First Floor



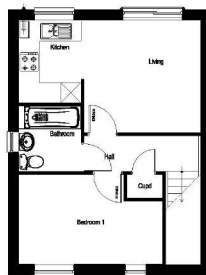
First Floor - Optional En-Suite

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Firthland Road, Pickering		
Drawing Title		
The Alnwick Planning Drawing		
Pensimon Homes Yorkshire Pensimon House Fulford York YO18 4BE Tel: 01904 842199 Fax: 01904 626142 www.pensimonhomes.com		
Scale: 1:100 @ A3    Drawn: B.W.    Date: Sept 2014		
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DATE 18/10/15	Drawing No. 667 / A3 - Planning / 01	Rev A

# REVISED PLAN




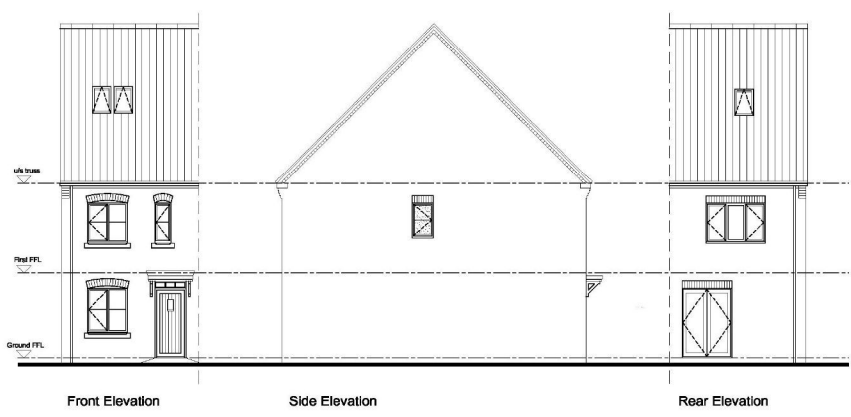
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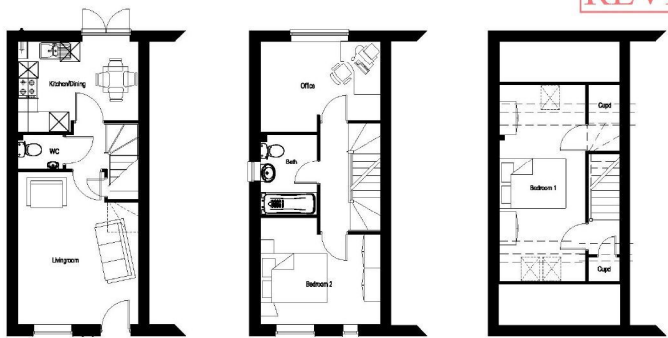
First Floor Plan

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<b>Drawing Title</b> The Beadnell Housetype Planning Drawing		
 Pensimmon Homes Yorkshire Pensimmon House Fulford York YO18 4BE Tel: 01904 842199 Fax: 01904 556142 www.pensimmonhomes.com		
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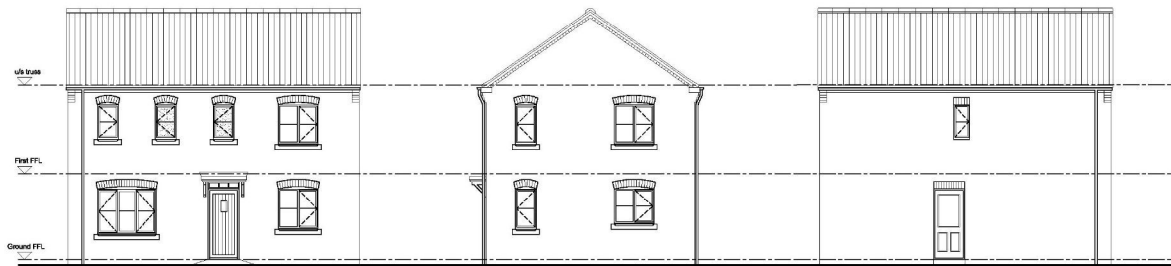


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REVISED PLAN

A	Doc 15	Elevation treatment amended in accordance with LA comments_3/15
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Drawing Title: <b>The Bickleigh Housetype Planning Drawing</b>		
 Perseminon Homes Yorkshire Perseminon House Fulford York YO19 4BE Tel: 01904 842199 Fax: 01904 526142 www.perseminonhomes.com		
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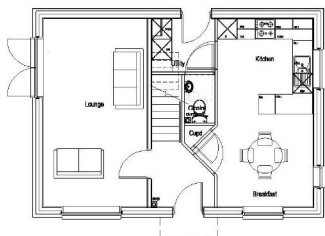
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Side Elevation

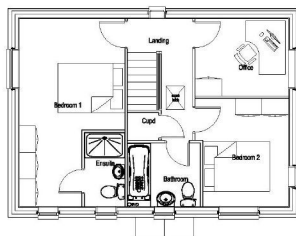
Rear Elevation

**REVISED PLAN**

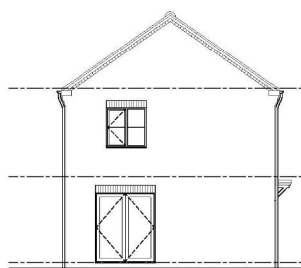
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Ground Floor



First Floor



Side Elevation

A	Dec 15	Elevation treatment amendment in accordance with LA comments_2015
Revisions		
Development: Firthland Road, Pickering		
Drawing Title The Clayton Corner Housetype Planning Drawing		
 Persemin Homes Yorkshire Persemin House Fulford York YO18 4BE Tel: 01904 842199 Fax: 01904 556142 www.perseminhomes.com		
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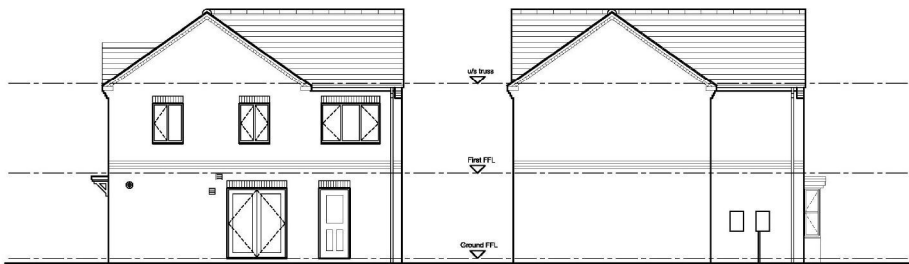
DATE 18/12/15

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Front Elevation

Side Elevation



Rear Elevation

Side Elevation

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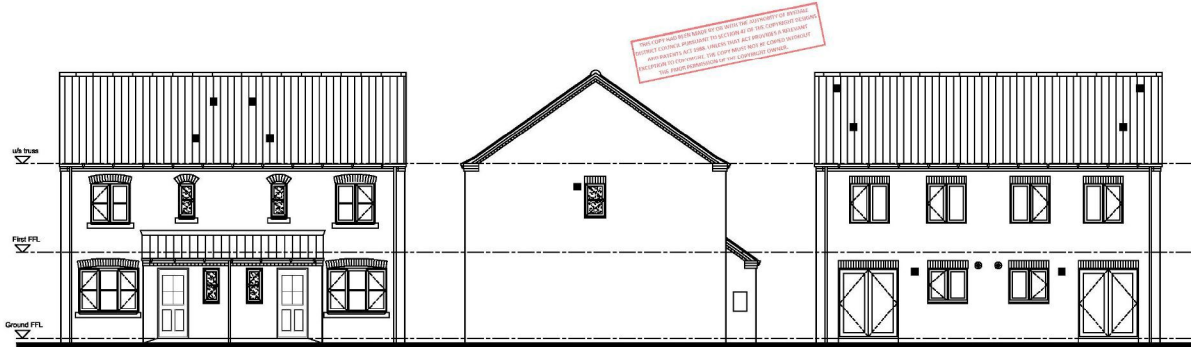
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Revisions		

Drawing Title  
**The Escrick Housetype  
 Planning Elevations**

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 YO19 4BE  
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 Fax: 01904 626142  
 www.persimmonhomes.com

Scale: 1:100 @ A3	Drawn: BLW	Date: Dec 2014	
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DATE 18/12/15	Drawing No. 687 / CG / Planning / 02	Rev A
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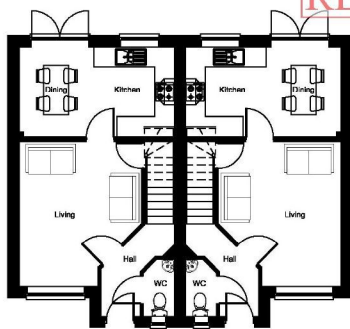


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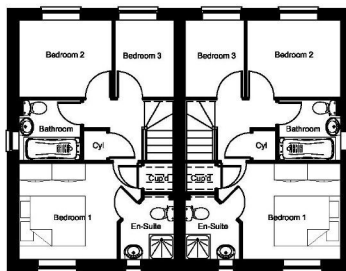
Side Elevations

Rear Elevation

**REVISED PLAN**



Ground Floor



First Floor

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Revisions		

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**Firthland Road,  
 Pickering**

Drawing Title  
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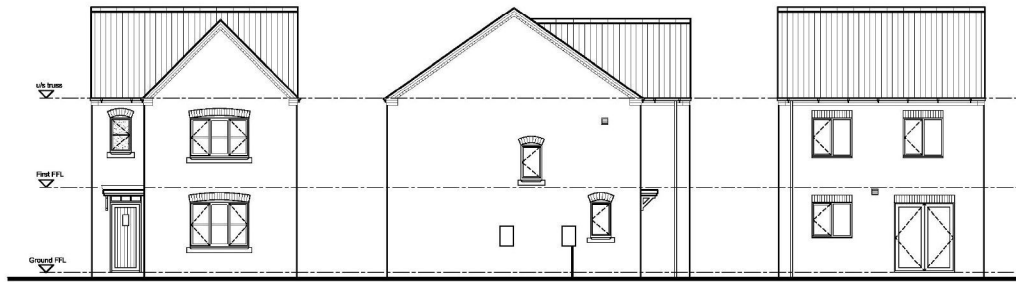


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DATE  
 18/12/15

Drawing No.	687 / 1A / A3-Planning / 01	Rev	A
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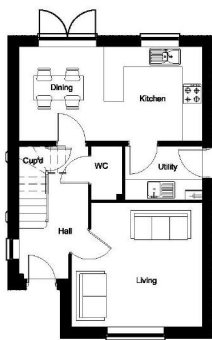
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Side Elevation

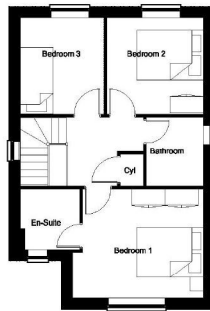
Rear Elevation

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Ground Floor



First Floor



Side Elevation

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Revisors		

Development:  
**Firthland Road,  
 Pickering**

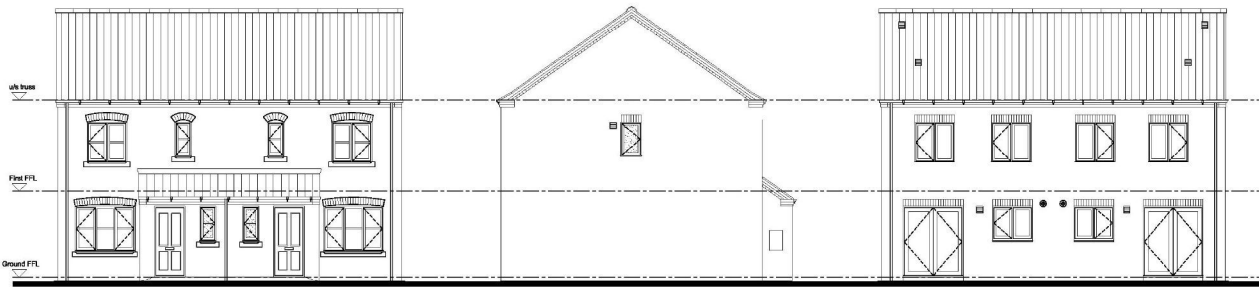
Drawing Title  
**The Hatfield Housetype  
 Planning Drawing**


 Parsimmon Homes Yorkshire  
 Parsimmon House  
 Fulford  
 York  
 YO15 4BE  
 Tel: 01904 842199  
 Fax: 01904 556142  
 www.parsimmonhomes.com

Scale:	1:100 @ A3	Drawn:	BLW	Date:	Sept 2014
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DATE  
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Drawing No.	687 / IT / A3-Planning / 01	Rev	A
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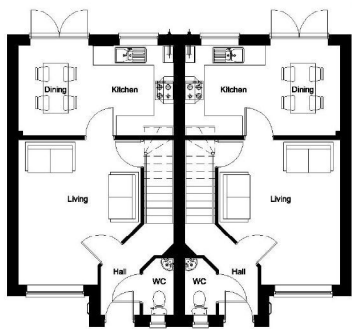


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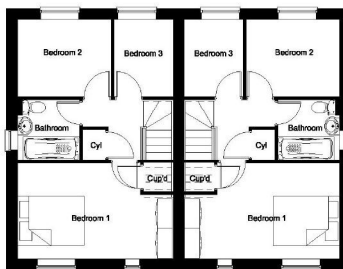
Side Elevation

Rear Elevation

**REVISED PLAN**




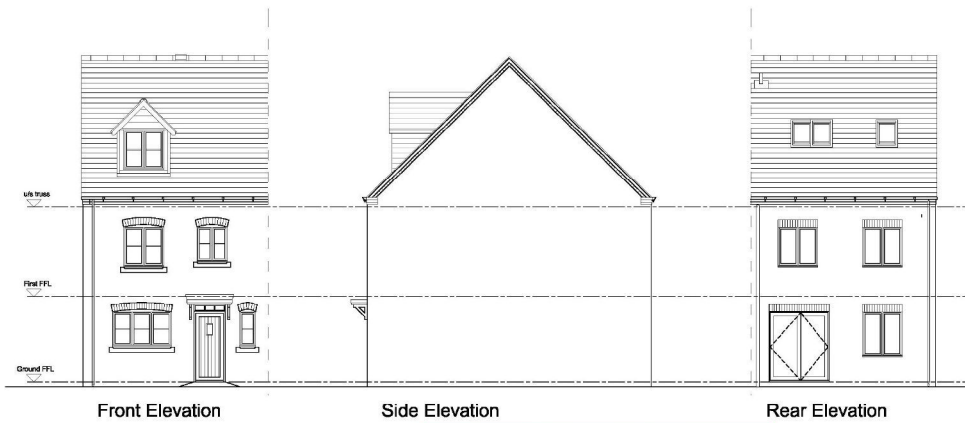
Ground Floor Plan



First Floor Plan

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Revisions		
Development		
Firthlands Road Pickering		
Drawing Title		
The Henley Housetype Planning Drawing		
 Penstemon Homes Yorkshire Penstemon House Fulford York YO10 4BE Tel: 01904 842199 Fax: 01904 559142 www.penstemonhomes.com		
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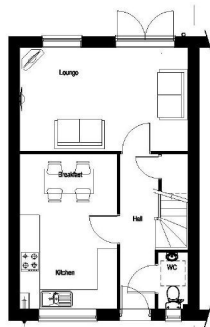


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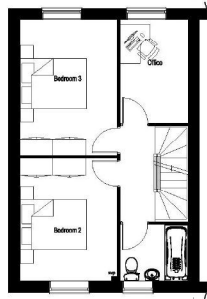
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Rear Elevation

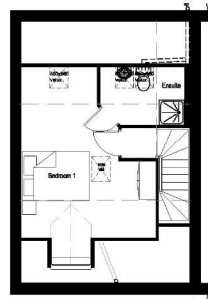
**REVISED PLAN**



Ground Floor



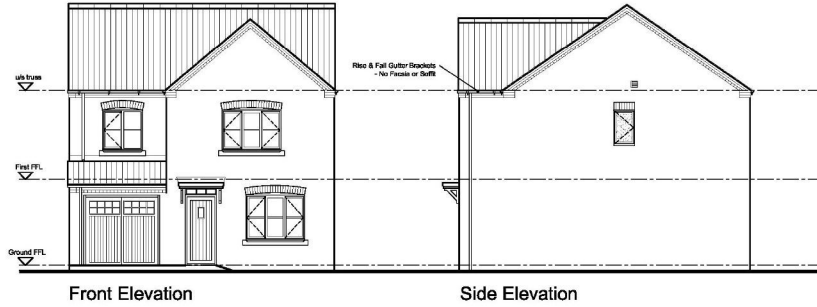
First Floor




Second Floor

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DATE 18/12/15	Drawing No. 667 / LR / Planning 01	Rev A

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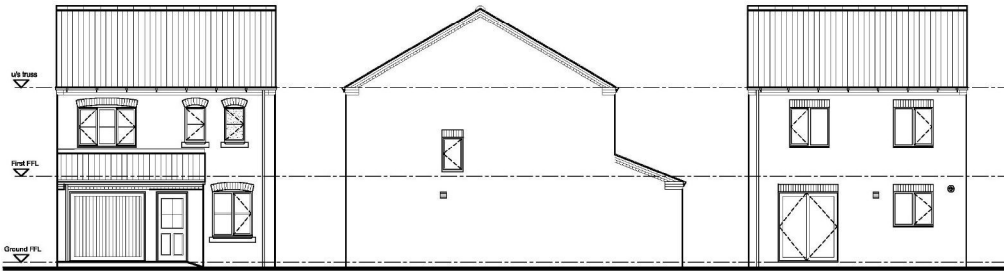
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Development		
Firthlands Road Pickering		
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The Roseberry Housetype Planning Elevations		
 Penstemon Homes Yorkshire Penstemon House Fulford York YO15 4EE Tel: 01904 842199 Fax: 01904 526142 www.penstemonhomes.com		
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File:	S:\Drawing\022 Roseberry Drawing\Author: Core House Type	
DATE	Drawing No.	Rev
18/12/15	687 / RS / A3-Planning / 02	A



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Revisions					
Drawing Title					
<b>The Rowley Housetype Planning Drawing</b>					
 Perkinston Homes Yorkshire Perkinston House Fulford York YO15 4BE Tel: 01904 842199 Fax: 01904 656142 www.perkinstonhomes.com					
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				Rev A	



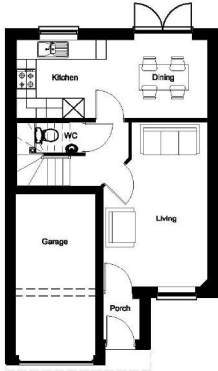
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Side Elevation

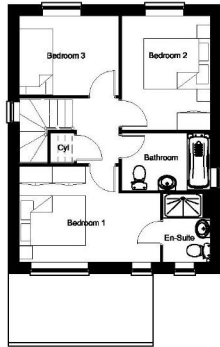
Rear Elevation

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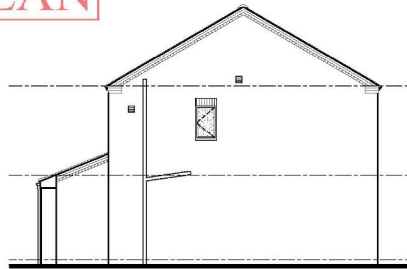
REVISED PLAN



Ground Floor



First Floor

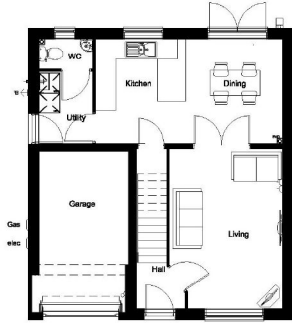


Side Elevation

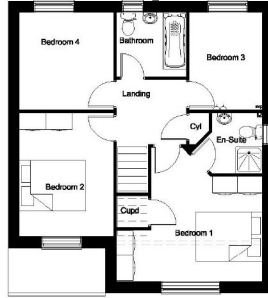
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Firthland Road, Pickering		
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Persimmon Homes Yorkshire Persimmon House Fulford York YO18 4BE Tel: 01904 842199 Fax: 01904 526142 www.persimmonhomes.com		
Scale:	1:100 @ A3	Drawn: B.W. Date: Sept 2014
File:	S:\Drawing\022 Resident Drawings\Author: Core House Type	
DATE	Drawing No.	Rev
16/12/15	607 / RF / A3-Planning / 01	A

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Ground Floor



First Floor

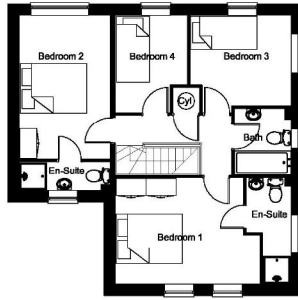
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 Penstemon Homes Yorkshire Penstemon House Fulford York YO18 4BE Tel: 01904 842199 Fax: 01904 526142 www.penstemonhomes.com		
Scale:	1:100 @ A3	Drawn: BLW Date: Sept 2014
File:	S:\Drawings\02 Standard Drawings\04000 - Core House Type	
Drawing No.	687 / RG / A3-Planning / 01	Rev -

DATE  
29/07

# ADDITIONAL PLAN



Ground Floor



First Floor

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23/07/15

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Revisions
Development <b>Firthland Road, Pickering</b>

Drawing Title <b>The Escrick Housetype Planning Layouts</b>
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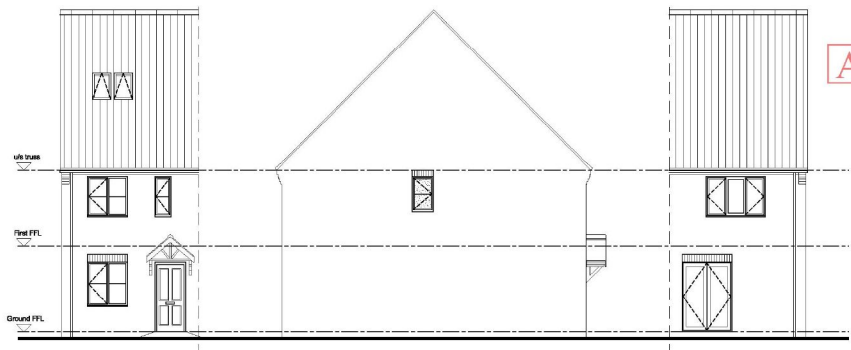
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Drawing No. 687 / ES / A3-Planning / 01	Rev -
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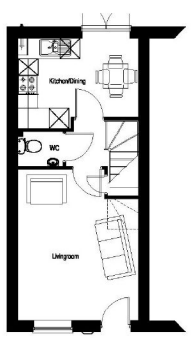
# ADDITIONAL PLAN



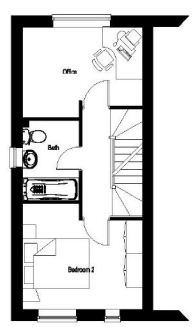
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Side Elevation

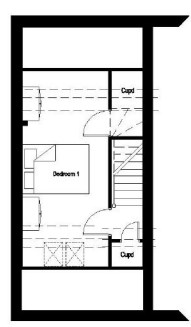
Rear Elevation



Ground Floor Plan




First Floor Plan



Second Floor Plan

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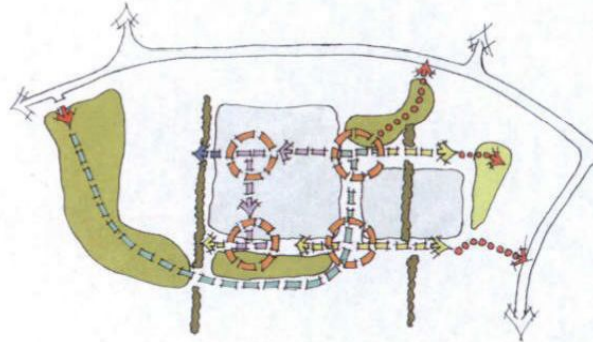
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Firthland Road, Pickering		
Drawing Title		
The Bickleigh Housetype Plots 11-16 only Planning Drawing		
 Penstemon Homes Yorkshire Penstemon House Fulford York YO19 4BE Tel: 01904 842199 Fax: 01904 526142 www.penstemonhomes.com		
Scale:	1:100 @ A3	Drawn: BLM Date: Sept 2014
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DATE	Drawing No.	Rev
15/01/16	667 / DI / A3-Planning / 01A	B

RYEDALE DM

20 NOV 2014  
DEVELOPMENT  
MANAGEMENT

14/01259/MP/14

—| LAND AT FIRTHLAND ROAD |—  
PICKERING



DESIGN & ACCESS STATEMENT

SEPTEMBER 2014

Persimmon Homes (Yorkshire) Ltd

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# 1 INTRODUCTION

# 1 INTRODUCTION

## Planning Application Summary

This Design and Access Statement has been written to accompany the outline planning application for residential development on land south of Firthland Road, Pickering. The proposal includes the development of 52 residential dwellings of which 35% (18 no ) will be affordable.

## Purpose of this Document

It should be read in conjunction with the accompanying documents, particularly the planning statement.

The purpose of this Statement is to examine the character and structure of the development in accordance with the requirements for Design and Access Statements defined within DCLG Circular 01/2006 'Guidance on Changes to the Development Control System' and those identified in the Town and Country Planning (Development Management Procedure) Order 2010.

The Statement assesses the environment immediately surrounding the site along with the constraints and opportunities proposed by the site itself within the context of local and national planning policy.

It sets out the rationale for the design, breaking down into its component parts to explain how each element has been developed and its relationship to the surrounding area including matters in respect of:

- Use
- Amount
- Layout
- Scale
- Landscaping
- Appearance
- Access

It seeks to demonstrate that the design rationale for this development has been carefully thought out within its context and will make a positive contribution to the character and fabric of the local area and the town of Pickering as a whole.

In order to consider and explain the principles and concepts that have been applied to particular aspects, this statement is divided into the following sections:

### SECTION 1: INTRODUCTION

Outlines the background and purpose of the document and the relevant planning

policies relating to design which have been considered.

### SECTION 2: THE SITE

Provides an understanding of the sites geographical local within a national, regional and local context.

### SECTION 3: ASSESSMENT + EVALUATION

An assessment of the strategic and local context of the proposals and a description of the context of the site itself. This includes the identification of the opportunities the site presents and also the constraints that need to be addressed.

### SECTION 4: DESIGN + MASTERPLAN

Demonstration of design evolution based upon intital site assessments. Presentation of the design proposals, including uses proposed, amount, layout and scale of development, landscaping and appearance, access and sustainability.

### SECTION 5: INVOLVEMENT

A description of community involvement as part of public consultation.

### SECTION 6: CONCLUSION

Provides and overview of the merits of the development

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Pickering Town Centre

## 2 THE SITE

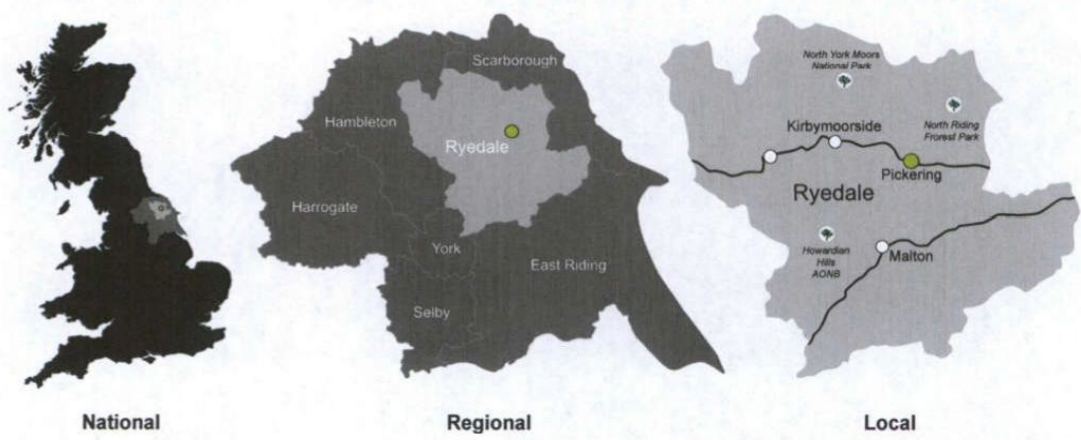


# 2 THE SITE

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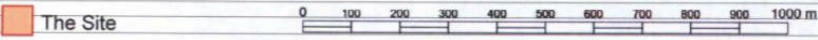
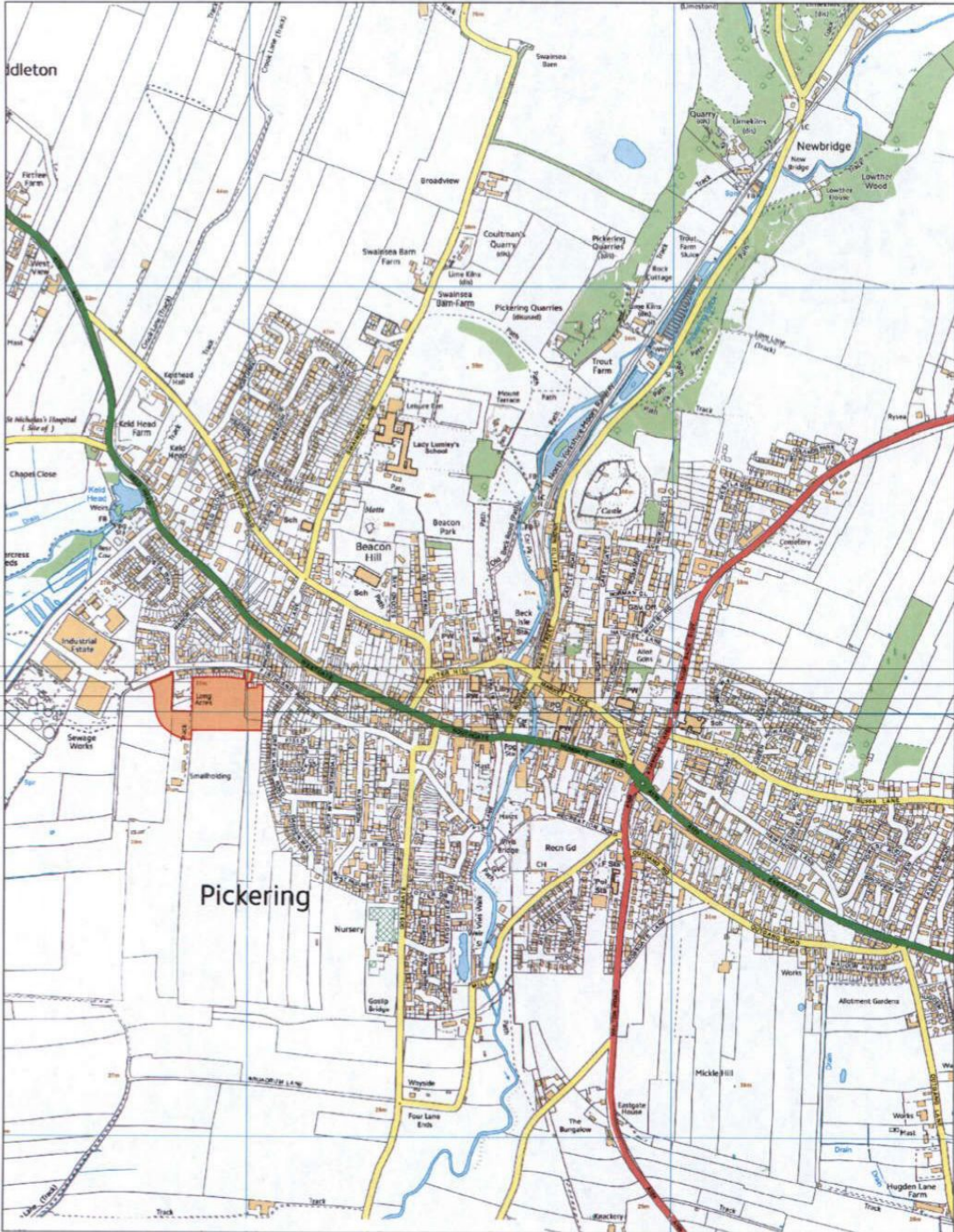
## Site Location

Pickering is an ancient market town and civil parish in the Ryedale district of North Yorkshire, on the border of the North York Moors National Park. Historically part of the North Riding of Yorkshire, it sits at the foot of the moors overlooking the Vale of Pickering to the south. It is situated at the junction of the A170, which links Scarborough with Thirsk, and the A169 linking Malton and Whitby and occupies a broad strip of land between the Ings and Low Carrs to the south of the main road and a ridge of higher, sloping ground which is surmounted by the castle to the north.





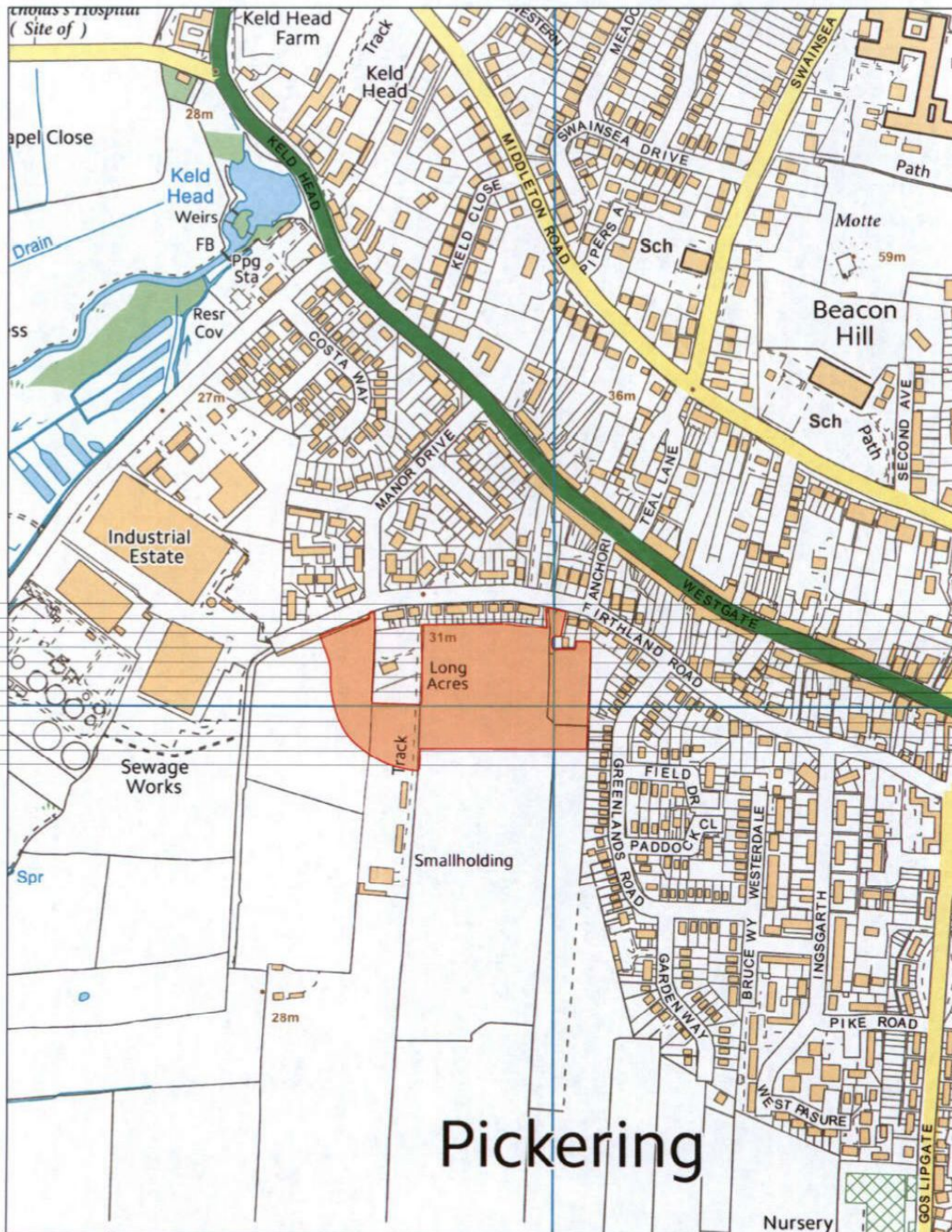
## 2 THE SITE




Firthland Road | Pickering | Persimmon Homes (Yorkshire) Ltd



## 2 THE SITE



 The Site

Firthland Road | Pickering | Persimmon Homes (Yorkshire) Ltd

### 3 ASSESSMENT + EVALUATION



# 3 ASSESSMENT + EVALUATION

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## Planning Context

The proposed residential development has been formulated in light of the relevant design policies within the adopted Local Plan as well as advice in SPDs, the NPPF and Circulars. Those considered to be of particular pertinence relating to design are set out below:

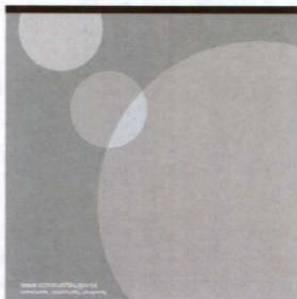
## National Policy Context

The National Planning Policy Framework (NPPF) was adopted on the 27 March 2012 and sets out the Government's national and overarching policy on planning matters.

Paragraph 50 of the NPPF requires local planning authorities to "deliver a wide choice of high quality homes, widen choice for home ownership and create sustainable, inclusive and mixed communities".



National Planning Policy Framework



This Design and Access Statement demonstrates that the proposal ensures that a range of high quality homes is delivered.

Chapter 7 of the NPPF sets out the government's requirements to good design of the built environment. Paragraph 57 states it is "Important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider development schemes".

Paragraph 58 of the NPPF states planning policies and decisions should aim to ensure that developments:

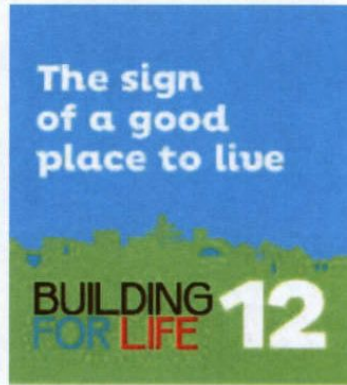
- will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development,
- establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit,
- respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation; and
- are visually attractive as a result of good architecture and appropriate landscaping.

Paragraph 60 places an importance on promoting local distinctiveness whilst Paragraph 63 states that great weight should be applied to outstanding or innovative designs.

Paragraph 64 requires that permission be refused for developments that fail to take the opportunities for improving the character and quality of an area.

Other Government Guidance includes:

- Safer Places - The Planning System and Crime Prevention (ODPM 2004)
- Building for Life 12
- Design & Access Statements (CABE)

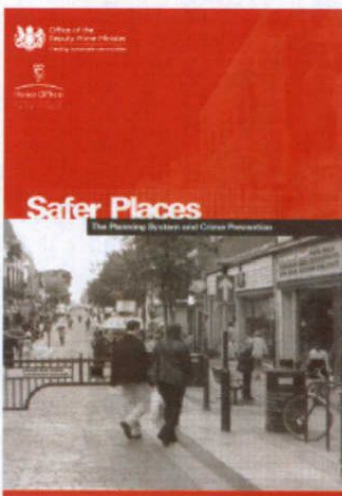


## Local Policy Context

The Ryedale Local Plan Strategy (2013)

The Local Plan Strategy provides for the management of change in development and conservation throughout the District over the next 15 years. It sets out the framework to achieve the difficult balance of facilitating the delivery of much needed homes for local people, new jobs, improved sports and recreation facilities and better opportunities for all, whilst minimising the impact on the high quality environment and distinctive character of the District, and avoiding harmful and inappropriate development.

The key policies of relevance to the design of this scheme are:  
Policy SP4: Type and Mix of New





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## Housing

The type and size of new housing is expected to address identified stock imbalances or, alternatively, in those locations where the stock is currently more balanced, to ensure a range of dwelling types and sizes provided in order to retain a balanced housing stock and provide choice in the housing market.

To ensure housing is well designed and supports safe and inclusive communities;

- Adequate private, individual amenity space will be required to be provided as part of the development of new houses or retained and existing homes are extended.

- Communal amenity space will be

required as part of flatted development, where this is feasible and practicable.

- An appropriate level of safe play space will be provided for children and young people within larger development sites providing family housing in line with Policy SP11.

- Outdoor environments will be designed to be safe and inclusive and to take account of the requirements of people of all ages and abilities.

## Policy SP13: Landscapes

Development proposals should contribute to the protection and enhancement of distinctive elements of landscape character that are the result of historical and cultural influences, natural features and aesthetic qualities.

## Policy SP16: Design

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



Pickering Town Centre



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To reinforce local distinctiveness, the location, siting, form, layout, scale and detailed design of new development should respect the context provided by its surroundings including:

- Topography and landform that shape the form and structure of settlements in the landscape.
- The structure of towns and villages formed by street patterns, routes, public spaces, rivers and becks. The medieval street patterns and historic cores of Malton, Pickering, Kirkbymoorside and Helmsley are of particular significance and medieval two row villages with back lanes are typical in Ryedale.
- The grain of the settlements, influenced by street blocks, plot sizes, the orientation of buildings, boundaries, spaces between buildings and the density, size and scale of buildings.
- The character and appearance of open space and green spaces including existing Visually Important Undeveloped Areas (VIUAs) or further VIUAs which may be designated in the Local Plan Sites Document or in a Neighbourhood Plan. Development proposals on land designated as a VIUA will only be permitted where the benefits of the development proposed significantly outweigh the loss or damage to the character of the settlement.
- Views, vistas and skylines that are provided and framed by the above and/or influenced by the position of key historic or landmark buildings and structures
- The type, texture and colour of materials, quality and type of building techniques and elements of architectural detail.

The design of new development will also be expected to:

- Incorporate appropriate hard and soft landscaping features to enhance the setting of the development and/or space.
- Contribute to a safe and well

connected public realm by respecting and incorporating routes, buildings and views which create local identity and assist orientation and wayfinding; creating public spaces which are safe and easy to use and move through by all members of the community; facilitating access by sustainable modes of travel including public transport, cycling and walking.

- Reduce crime and fear of crime through careful design of buildings and spaces.
- Provide, where appropriate, active and interesting public frontages, clearly defined public spaces and secure private spaces.
- Make efficient use of land and to build at a density which is appropriate to its surrounding context. In general new housing should not be built below an indicative density of 30 dwellings to the hectare unless this can be justified in terms of the surrounding context.
- Proposals for major

development will be expected to include a statement identifying the waste implications of the development and measures taken to minimise and manage waste generated.

### SP20: Generic Development Management Issues

Policy SP20 sets the general development management criteria against which all developments will be assessed. These criteria cover the following matters:

- Character
- Design
- Amenity and Safety
- Access, parking and Servicing



Pickering Town Centre



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## Strategic Context

Pickering is a historic market town in the county of North Yorkshire with a population of approximately 6800. It is situated at the junction of the A170, which links Scarborough with Thirsk, and the A169 linking Malton and Whitby and also benefits from good vehicular access to other nearby towns and the city of York further afield via the A169 and A64.

The town benefits from bus services providing direct connections to York (via Malton), Whitby, Thirsk and Scarborough. There is a town bus which travels a circular route around the town. The nearest mainline railway station is at Malton 8 miles away. The North Yorkshire Moors heritage railway runs seasonal services to Grosmont and Whitby. There are also several Primary Schools and a Secondary school which have a large geographical catchment of students.

## Site Context within Pickering

The application site is located on land to the south of Firthland Road, east of Greenlands Road to the south west of the town, bounded by residential development to the north and east and industrial/commercial premises to the west. The land to the south remains in agricultural use. The site is edge-of-settlement but well related to the existing adjacent residential

developments on Firthlands Road and Greenlands Road and would provide a natural extension to the settlement limits of Pickering. This location was identified as one of the 8 areas of search within the Council's 2007 "Accommodating Growth and Managing Change report used to inform the Core Strategy and Ryedale's Local Plan Strategy now subsequently identifies the need for Greenfield extensions within the town.

## Pickering Town





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## Pickering Vernacular

Pickering, is renowned for its unique architecture and distinct local vernacular. The aim of this assessment is to identify the vernacular of Pickering both generally and within the immediate context of the site to help inform the proposed development.

The town is noted for its historic core with the 12th century Grade I listed parish church at the eastern end of the Market Place dominating views of Pickering from all directions. North of the church at the top of the hill is Pickering Castle, which was built in the late 11th century whilst the sloping Market Place between the church and the beck is lined with two and three storey buildings dating from a variety of periods. Most are listed for their historical or architectural interest and this area is the centre of the town's main Conservation Area.

## Built Vernacular

Although the acknowledged distinct character of the town is a key consideration in the assessment of the scheme, the immediate environment in which it sits requires equal consideration as it is against this

backdrop that any future development will be seen.

The built character of the surrounding area is defined by the properties on Firthlands Road (and the surrounding streets) and the later developments around Greenlands Road. Each of these are distinct from one another in their age, massing, design and general vernacular. Firthlands Road comprises almost universally of 1950's semi-detached or terraced properties constructed in the traditional style of the time with red or brown brick and slate roofs. There are properties at the eastern end of the road that have been developed later and include bungalows.

Properties on Greenlands Road comprise of primarily semidetached and detached properties dating from the 1970's. They are similarly proportioned to the older properties but with fewer

architectural features of note and less vertical emphasis in the fenestration. They are constructed primarily of buff brick with facing concrete tiles in red or buff on the front elevations. Most are set back from the highway with front gardens and frontage and side off street parking.

Viewing the built vernacular in the round, there is little to suggest a dominant built form or style to the area surrounding the site to give a detailed design cue for the scheme. However, despite the varying age and style of the properties the majority are two storey in height with front and rear gardens with the more modern properties benefitting from off street parking. The materials palette is equally as mixed with red/brown engineering and buff bricks being the main facing material of choice whilst the older properties have slate roofs, concrete roofs are also prevalent.

## Landscape Character

The built up areas adjacent to the site sit on three sides to the north, east and west whilst the land to the south remains undeveloped and very much part of the open countryside around Pickering. Tree belts and hedgerows are also a feature of the landscape surrounding the site, limiting long distance views and providing a sense of enclosure, along with the 'built frame' provided by the existing development. The fields that comprise and are adjacent to the site are predominantly in pastoral use, and there are a number of urban fringe businesses in the vicinity of the site.

The site itself comprises several fields, all of which are grassland and bounded by mature hedgerows. The hedgerows running north-south separating the fields are substantial and freely growing with varying heights. There are no known landscape designations affecting the site.



Pickering Town Centre



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## Constraints + Opportunities

In order to ensure the development compliments and enhances its surroundings it is important to assess the sites's constraints and opportunities. This understanding helps inform the design process to create a successful development.

### Constraints

- Opportunities for vehicular access are limited and can only be achieved through the north west of the site.
- Existing residential properties directly overlook the site, requiring careful treatment and design to prevent any loss of amenity.
- A minimum stand off from the adjacent Waste Water Treatment Works is required, preventing development in part of the site.
- Historic, mature field boundaries divide the site in two places running north-south.

- Existing rights of access into the site will need to be accommodated

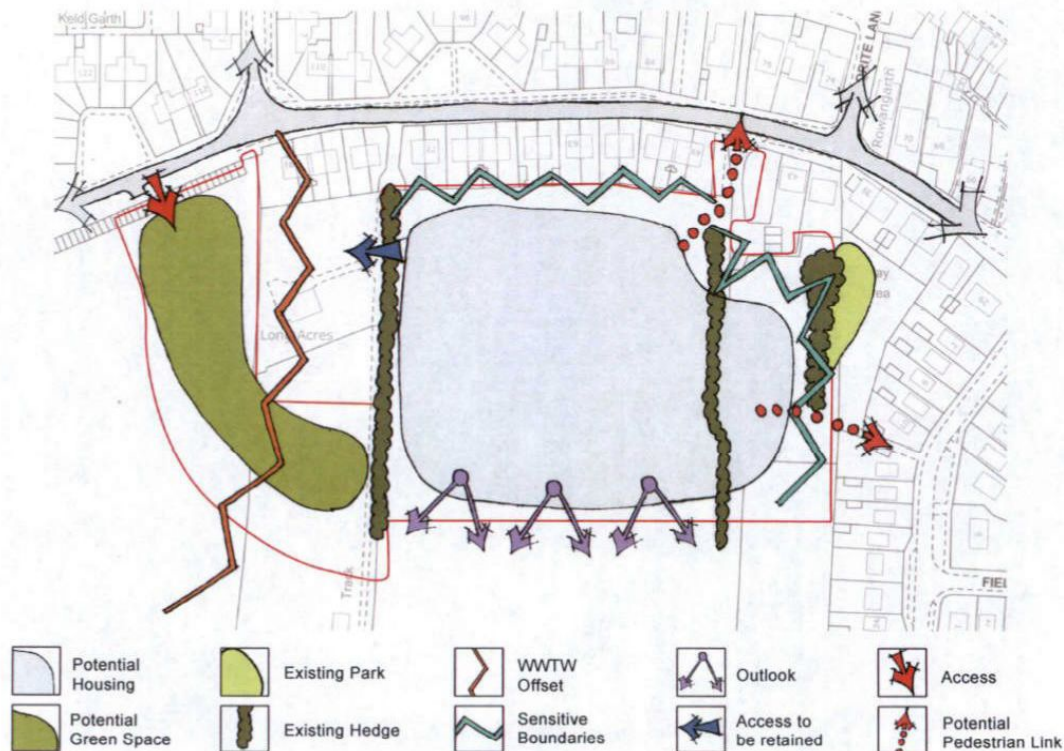
### Opportunities

- Stand off from the Waste Water Treatment Works allows for the creation of a larger open space and the creation of a 'soft entrance' to the scheme.
- Accommodating existing rights of access allows for the creation of an emergency and pedestrian/cycle access to the north east of the site, improving permeability.
- Likewise, the opportunity to the east of the site improves permeability and connectivity, helping to integrate the

scheme into the surrounding area.

- Will provide the settlement of Pickering with a range of new housing to accommodate identified existing need.
- The development will support a range of housing tenures to meet the needs and aspirations of future occupiers from within the local area.
- Where possible, retention of existing features within the site, such as the hedgerow, provide a connection to the open space to

### Site Constraints + Opportunities



## 4 DESIGN + MASTERPLAN



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## Vision

The vision for the Proposed Development is to create a new sustainable urban extension for Pickering that is integrated with both the existing town and the adjoining rural character, in particular with the existing community on Firthlands Road and Greenlands Road.

## Design Objectives

The assessment of the site and evaluation of the constraints and opportunities, alongside drawing upon design inspiration from the local area, the following design objectives have been identified:

### DESIGN OBJECTIVE 1

Integration with the surroundings by reinforcing existing connections and creating new ones.

### DESIGN OBJECTIVE 2

Provide a mix of house types and tenures that suit local requirements.

### DESIGN OBJECTIVE 3

Create a place with a locally inspired and distinctive character.

### DESIGN OBJECTIVE 4

Take advantage of existing topography, views and landscape features.

### DESIGN OBJECTIVE 5

Design a building layout with landscaping to define and enhance streets and spaces.

### DESIGN OBJECTIVE 6

Design a street layout which is easy to find your way around and encourages low vehicle speeds.

with the potential for emergency access to the north east. The topography of the site and orientation of the surrounding properties however precludes additional or alternative accesses elsewhere.

From the outset there were some key principles which were considered logical:

- the retention of open space to the south offsetting views from this direction; and
- the setting back of development along the northern boundary where there was a direct interface with existing properties.
- The creation of two large open spaces on the fringes of the site, which would be landscaped and 'bleed' through the site, opening up to other spaces.
- It was considered that more informal, and intimate green spaces integrated into the development would achieve a sensitive transition from the countryside and that this was the appropriate approach to green infrastructure, rather than providing solely open and quite formal green spaces not synonymous with this urban/rural fringe location.

- A central route through the site to break up the massing of the blocks and provide an open visual corridor between the two formal open spaces.
- Key properties at focal locations within the development.

## Framework Plan

As the design proposals progressed a layer of built form was added which helped to identify and frame the key circulation routes through the site. The built form suggested that along the primary spine route dwellings could be arranged in small groups or rows in a similar fashion to some of the streets surrounding the site. It is acknowledged the urban grain of the surrounding area is not wholly laid out in this way, but it is also considered that the specific site constraints and mixed character of the surrounding area generally do not preclude such an approach either. Larger, detached properties are located around the open spaces and more prominent positions on the site. The aspiration is to provide greater legibility to these areas, frame the spaces and provide visual end stops.

## Developing a Design Concept

The assessment of the surrounding area of Pickering provided a useful starting point for the development of a design concept for the scheme. It was clear from the outset that the development requires a sensitive transition from rural to urban as opposed to a hard edge and that leaving sufficient areas for open space and landscaping was a key priority.

Medium and long distance views of the development would be ones of a mix of roofscapes, against the backdrop of the existing developments to the west, east and north.

An initial concept sketch was produced which takes vehicular access from Firthland Road in the north west corner,



Pickering Train Station

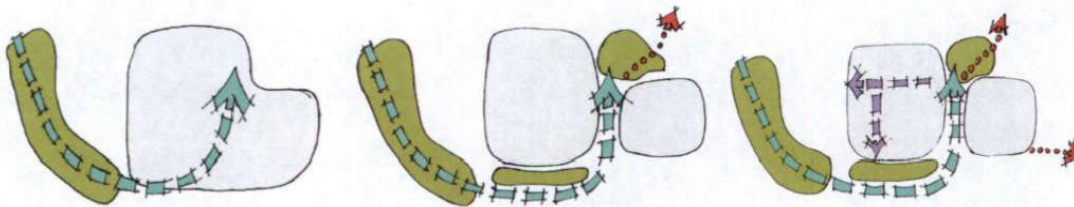


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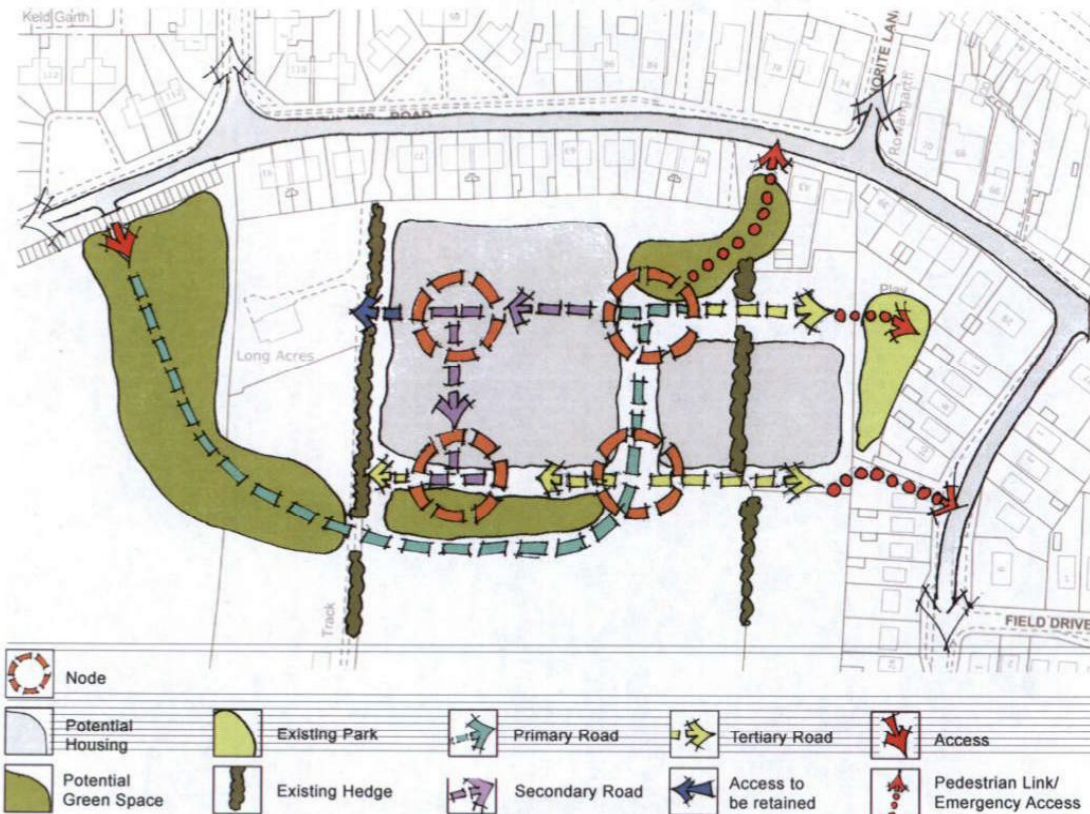
In addition, the built form served to highlight how the various green spaces could be integrated into the development so that they were provided with active frontages for natural surveillance with rear elevational aspects avoided. This framework plan has also created two semi-formal greens located to the north and south of the development. The principle was to break up the mass of built form in the centre of the site and to provide a sense of the less formal, peripheral open spaces connecting through the development. Furthermore, the retention of the hedgerows has provided a 'green buffer' within the site to break up massing and provide a landscaped link between the open spaces through the site.

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## Concept Development



## Design Concept



# 4 DESIGN + MASTERPLAN

Design Masterplan





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## Open Space + Recreation

The development has created three distinct areas of open space each providing varying benefits whilst connections have been made to the existing open space to the east to improve the overall open space offer for future residents.

To the west of the site the access road is framed by a large area of open space. This area is to be grassed and made available for informal recreation. It is intended to provide a 'soft entrance' to the development and provide a subtle transition reflecting the rural-fringe setting of the site.

Likewise, the open space along the southern edge is also intended to provide some transitional relief between the agricultural land to the south and the built form of the development.

Properties have been arranged in short blocks and runs to positively front this space providing natural surveillance and a looser built form.

Accommodating an additional open space to the north east has allowed some of the impact on existing residents to be offset and maintain existing points and rights of access. A pedestrian/cycle and emergency link is also provided through this part of the site.



Open Space Precedent

## Open Space Framework





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## Scale + Massing

The houses are to be two storey in the main with a small number of 2.5 storey properties, the maximum dimensions of which are set out below.

The scale and massing of the properties has been designed to reflect that of the existing properties surrounding the site whilst also taking account of the fact that this is a rural fringe location. As a result, properties are more tightly arranged within the site and closer to the existing properties whereas those on the southern fringe tend to be in shorter runs with regular visual breaks to provide relief in the visual impact when viewed from the south.

## Scale + Massing Schedule

Building Type	Max Eaves Height	Max Ridge Height
2 Storey	8 metres	10 metres
2.5 Storey	8 metres	12 metres

## Scale + Massing Plan



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## Access + Movement

The location for the site entrance is fixed by the site constraints. Upon entering the built envelope of the scheme it tracks along the southern boundary and turns north, splitting the development into two broad blocks. Secondary roads and private drives are served from this with the size of each diminishing the further into the site it progresses.

The focus for the movement network is for pedestrian and cycle permeability with three additional links provided over and above the single vehicular access, located along the natural desire lines towards Pickering town centre. The rationale behind this is naturally to reduce the need and convenience of private motor vehicles and encourage the use of more sustainable forms of transport.

has been laid out in very short runs with clear and sharp turns at regular intervals to keep vehicle speeds down and maintain road safety.

This is further compounded by the internal highway arrangement which

## Access + Movement





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## Land Use + Layout + Appearance

In terms of the appearance of the built form the images on this page provide a flavour for the type of properties that are proposed for the site with the buildings having a traditional appearance. As the adjacent visuals show, the properties are to be elevated in a relatively simple fashion but taking account of key proportions and features characteristic of the better designed properties in the surrounding area.

All are intended to reflect the vertical emphasis of the features on the older properties and are marked out through the appropriate use of door surrounds and window styles to reflect this. The style of glazing and other elevational features (such as the style of window heads and cills, brick and roof tile types) seek to further support this approach.

As previously identified there will be a variation of 2 and 2.5 storey properties with a variety of roof pitches. The 2.5 storey properties are considered to be a suitable approach away from the edges

of the site or where they can be reasonably well screened whilst the 2 storey properties line the main route through the site, key end stops and frame the green corridors where a legible edge to these spaces are required. It is maintained that this style and type of housing are a modern reflection of some of the better properties in the immediate environment surrounding the site.

The masterplan also identifies that to create the scale and massing of buildings reflective of the local

vernacular analysed in this document terraced properties are arranged in rows of no more than 4, either connected or with very limited gaps between buildings.

The approach that should be taken to the tertiary streets/private drives that are proposed within the masterplan in particular where the objectives is to create an active edge to open spaces with dwellings fronting the space. These streets can be laid out with shared-surfaces to elevate the role of pedestrians at the street level.



Illustrative Street Scene



Persimmon House Types



Persimmon House Types

Firthland Road | Pickering | Persimmon Homes (Yorkshire) Ltd

## 5 INVOLVEMENT



# 5 INVOLVEMENT

## Public Consultation

In response to the national and local guidance on the need to carry out community engagement, consultation on the proposed development took place in the form of an exhibition at Pickering Memorial Hall on 17th August 2014 between the hours of 2pm and 7pm.

At the public exhibition a number of information boards were set up to show the proposed development and the various facets of the design, access and other key issues, such as sustainability and landscape and visual matters. Invitations were also sent out to local Councillors in advance of the event.

At the exhibition, comment sheets were available to all of those who attended to allow people to provide comments on the proposed development and either return them on the day or take them

home and fill them in and post them to Persimmon at a later date. There were members of the developer team present to allow members of the public to ask questions on various aspects of the design and other technical matters.

Following an excellent turnout of 42 residents, 15 individual submissions was received in relation to the proposed development providing feedback which we set out and respond to in the Statement of Consultation.

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Pickering Public House

## 6 CONCLUSION



# 6 CONCLUSION

## Conclusion

It is maintained that this Design & Access Statement sets out the relevant principles and design parameters in order to deliver an attractive place to live and sets out how the site can be developed in a sustainable way to deliver new housing in Pickering of a high quality.

It is maintained that the design proposals accord with the objectives set out for development with the scheme integrating into the surrounding area and the wider area providing direct links to public transport and also will deliver an appropriate mix of housing.

The development is locally inspired by the surrounding residential area, achieving a 'green character' through the open spaces and green corridors which embrace existing landscape features and opportunities for views.

The layout indicates buildings have been placed to frame views, enclose streets and turn corners. Importantly the green routes through the site and green spaces have taken precedence, with buildings use to provide active edges with the highways layout configured to suit. The main vehicular routes are well defined, with buildings of a greater scale making the route legible and key open spaces running parallel.

It is maintained the proposals will deliver safe streets and spaces as they are

overlooked by the active edges of properties. The layout also avoids long straight lines in order to reduce vehicle speeds and where appropriate shared surfaces are proposed on lower grade residential streets where no through access for vehicles is possible (only to pedestrians and cyclists).

On this basis it is maintained that this Design and Access Statement accords with the requirements identified within NPPG and those identified in the Town and Country Planning (Development

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Illustrative Masterplan



Illustrative Street Scene

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**Subject:** 14/01259/MFUL – housing development on land to the rear of Firthland Road – new information in relation to access and house types.

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**From:** Pickering Town Council

**Sent:** 06 January 2016 08:33

**To:** Development Management

**Subject:** 14/01259/MFUL – housing development on land to the rear of Firthland Road – new information in relation to access and house types.

The council's planning committee advises that further discussion should take place between the developer, the highway authority and the district council over the verges. The highway authority will only pay for verges to be cut at junctions – this is one of the cut backs in county council expenditure. Therefore, in terms of the look of the proposed estate, it would be sensible to establish who will be cutting the verges beyond the junction with Firthland Road.

Re Public Open space/Provision: the district council is reminded that the town council is looking for developer contributions towards the enhancement and provision of recreational facilities for the community park off Whitby Road – a round table discussion of interested parties would be helpful in this respect.

Andrew Husband  
Clerk to Pickering Town Council

Ellis Mortimer

RJS

Comments

**From:** Pickering Town Council (townclerk@pickering.gov.uk)  
**Sent:** 18 December 2014 09:46  
**To:** Development Management  
**Cc:** robin.mcginin@persimmonhomes.com  
**Subject:** 14/01259/MFUL

18/12/14

RYEBAL

18 DEC 2014

D:  
M

The proposed Persimmon development on land to the rear of Firthland Road

Parking

The council questions whether sufficient parking spaces have been provided. It is understood that the developer will be working to a prescribed formula but on the evidence of two new estates in Pickering which have been developed in the town, insufficient off street parking has been provided. The council is concerned because a new estate, particularly on evenings and weekends, can look like a car park (though one without designated spaces), and negotiating a road with on street, higgledy-piggledy parking, becomes more demanding on drivers particularly when children are playing outside in close proximity to the road.

Traffic movement, vicinity of the proposed development site

The council asks that consideration is given to improving traffic flow along Manor Drive and Firthland Road. The new development, during construction and upon completion, will generate additional traffic movement. Manor Drive is now a single lane thoroughfare (because of parking on the west side of the road) and drivers along Firthland Road (whether travelling east or westwards) have to negotiate higgledy-piggledy parking on the north side of the road. Anchorite Lane where it meets the A170 is a junction where drivers have to take the greatest of care. Negotiating these three roads becomes even more demanding when traffic is backed up along Westgate from the traffic lights as some drivers, travelling eastwards, who do not want to be unduly delayed, will leave the A170 at Manor Drive, travel along Firthland Road and return to the A170 at the end of Vivis Lane, thereby creating additional traffic movement along roads already difficult to negotiate.

Open spaces and verges

The council wants to know who will be responsible for maintaining these areas. It is a particularly important issue given the cut backs that local authorities and councils have had to make, and will continue to make during the next electoral cycle. Extensive areas of green space are proposed but the maintenance costs will be high if regular cuts are required throughout the growing season.

This question is particularly important at this time. From 1 April 2015, the highway authority will only provide a visibility related cut at each road junction up to five times each season. This means that the county council will no longer cut, or pay a third party to cut, verges for amenity or aesthetic reasons.

In Pickering, the town council currently cuts 44004 sq ms of town verge twelve times a year under licence from the highway authority and receives just under £8000.00 to do the work. 95% of the verge that is cut is for amenity or aesthetic reasons. Therefore, from 1 April 2015, if the town council decides to continue to cut the town's verge, 95% of the cost of cutting the verges will have to be borne by Pickering's council tax payers. Therefore, it is very important to know the developer's intentions with regard to the maintenance of the verge on the new estate given that most of it will be classified as amenity or aesthetic.

Footpath links

The developer proposes to create a link with the Greenlands play area and another link, through the play area, with Greenlands Road.

The town council pointed out to the developer that a play area (for which it is responsible) adjoined the proposed housing estate and accepts that a link should be created. Currently there is only one piece of equipment in the play area – a goal post – but with a new housing estate, additional equipment will be needed.

The town council has not been informed of the footpath link along the southern boundary of the play area, between the estate and Greenlands Road. This needs to be discussed as soon as possible.

Local schools and Pickering Medical Practice and dental surgeries

New estates of differing sizes are being, and have been, completed in the town. Cumulatively the residents who live in them will have an impact on traffic movement and parking but also on school and medical services. The council urges the developer to be in regular contact with the county council, school governing bodies and doctors and dentists to ensure they are fully briefed about the proposed development as it is thought that the services which they provide are already under pressure.

Andrew Husband  
Clerk to Pickering Town Council

255

NO OBJECTIONS  
COMMENTS MADE

**Loraine Merrett**

---

**From:** Pickering Town Council [townclerk@pickering.gov.uk]  
**Sent:** 21 July 2015 12:26  
**To:** Development Management  
**Cc:** robin.mcgin@persimmonhomes.com  
**Subject:** 14/01259/MFUL - proposed housing development off Firthland Road, Pickering

The council has no objections either to the amended layout or the house types.

The council assumes that the developer will be working with the district council and other relevant parties to come up with a solution to the maintenance of the public space and verge.

The council has yet to hear from the developer about the proposed access to Greenlands through the Greenlands play area.

The council notes that a location has been identified for a LAP and wonders why consideration is not given to installing appropriate LAP equipment in the Greenlands play area instead. Again, the council would welcome contact with the developer and the district council on this point.

Andrew Husband  
Clerk to Pickering Town Council

RYEDALE DM

21 JUL 2015

GM

DEVELOPMENT  
MANAGEMENT

22/7



# Agenda Item 9

**Item Number:** 9  
**Application No:** 15/01290/MFUL  
**Parish:** Thornton-le-Dale Parish Council  
**Appn. Type:** Full Application Major  
**Applicant:** Express Coach Repairs Ltd (Mr Simon Sheader)  
**Proposal:** Change of use of agricultural land to a holiday campsite to include siting of 6no. timber shepherd huts for self contained holiday accommodation, ancillary timber reception building and timber utility laundry building, formation of wildlife pond, alteration to existing vehicular site access and onsite access tracks  
**Location:** Land At Ordmerstones Lane Thornton-Le-Dale Pickering North Yorkshire

**Registration Date:**  
**8/13 Wk Expiry Date:** 29 February 2016  
**Overall Expiry Date:** 1 February 2016  
**Case Officer:** Alan Hunter **Ext:** Ext 276

## CONSULTATIONS:

<b>Parish Council</b>	Object
<b>Highways North Yorkshire</b>	Recommend refusal
<b>Tree &amp; Landscape Officer</b>	Object
<b>Countryside Officer</b>	Object
<b>Archaeology Section</b>	No known archaeological constraint.
<b>Vale Of Pickering Internal Drainage Boards</b>	Observations made
<b>Sustainable Places Team (Yorkshire Area)</b>	Comments made
<b>Land Use Planning</b>	Comments made
<b>Caravan (Housing)</b>	No objection but informative to be added

**Neighbour responses:** Mr Stuart Maw,

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## SITE:

The application site comprises agricultural land currently used for grazing. The site is located to the south of Thornton le Dale and within the Vale of Pickering Historic Landscape Character Area. There is a classified road (Thornton Road C67) located to the eastern side of the site. The site approximately measures 260m in length by 70m in width and has a total area of approximately 1.76 hectares. There is an existing field shelter located to the north east of the site, with established field hedges on the site's perimeters. Recent planting has been undertaken on the west and east within the site, however this is mainly low level planting that does not afford any screening of the site.

The application site is located within Flood Zone 1, the lowest flood risk classification. The site is also not within an area of known archaeological significance. A public footpath is located beyond the north and west boundaries of the site.

## PROPOSAL:

Planning permission is sought for the change of use of agricultural land to a holiday campsite to include the siting of 6no. timber shepherd huts for self contained holiday accommodation, ancillary timber reception building and timber utility laundry building, formation of wildlife pond, alteration to existing vehicular site access and on-site access tracks.

The 6 no. proposed shepherd huts will each measure 5.5 m by 2.2m and be 2.5m to their highest point. The utility building will have a footprint of 4m by 2.8m and be 2.5m in height.

The access to the site is a central position along the eastern boundary, which involves the removal of the majority of the Hawthorn hedge on the eastern boundary and its re-planting approximately 2m further into the site, fronting a splayed access. The access into the site leads north to a track that runs parallel to the northern boundary. An amenity building is proposed to the north eastern corner of the site, with three Shepherd huts in a central spur from the access track, and a further three Shepherd huts proposed on the western side of the site adjacent to a proposed pond. The pond is proposed to measure 40m in length by 20m in width and have an average depth of 0.8m and an approximate area of 540m<sup>2</sup>. The agent has calculated that this will result in 432m<sup>2</sup> of excavated soil that will be spread evenly across the site.

The buildings are to be constructed of sawn redwood feather edge cladding in natural, unpainted timber finish under curved corrugated galvanised steel roofs. Double glazed timber windows and painted timber french doors are proposed.

A Klargestor package treatment plant is proposed under the site, with its outfall to a soakaway also on the site.

Sporadic planting throughout the site is proposed. This will comprise hawthorn, silver birch, beech, golden willow and wild roses and comprise 25 plants in total.

## **HISTORY:**

There is no planning history on this site.

## **POLICY:**

### National Policy

National Planning Policy Framework (NPPF) 2012  
National Planning Policy Guidance (NPPG) 2014

### Local Plan Strategy

Policy SP7 -Tourism  
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

## **APPRAISAL:**

The main considerations in relation to this application are:

- The principle of the proposed development;
- The impact of the proposals upon the surrounding historic landscape; the Vale of Pickering;
- The siting, scale and design of the proposed units;
- Highway safety;
- The impact of the proposals upon the amenity of neighbours;
- Ecology and Biodiversity; and
- Drainage.

This application is a 'Major' application and is to be determined by Planning Committee.

## The principle of the proposed development

Policy SP8 – Tourism of the Local Plan Strategy states:

*‘Tourism in Ryedale will contribute to a sustainable and diverse economy. The Council will seek to encourage sustainable tourism which minimises its environmental impact on the District.*

*This will be achieved by supporting:*

- *The provision of a range and choice of quality tourist accommodation*
- *The business plans and operational requirements of existing tourist and visitor attractions, and event arenas where appropriate\**
- *Encouraging all year round tourism subject to the occupancy conditions set out in Policy SP21*
- *Tourism in areas where potential is significantly underdeveloped, in particular, Malton and Norton and the Wolds*
- *Cultural and creative businesses in Ryedale inspired by Ryedale’s unique environment*
- *The role of Pickering, Helmsley and Thornton-le-Dale as key visitor destinations as well as gateways to tourism and recreational opportunities in northern Ryedale including the North York Moors National Park. The impact of tourism on these communities will be managed particularly in relation to car parking, traffic management, local facilities and services*

*Furthermore Policy SP18 also states:*

*‘New tourist attractions will be supported where they do not undermine the character of the area or prejudice the quality of the natural or built environment. Attractions that will attract large numbers of visitors should be accessible by a choice of means of transport.*

*The following types of tourist accommodation will be supported in the following locations:*

### ***The wider open countryside***

*Appropriate expansion of an existing hotel, guest house, public house, farm house, holiday cottage or similar establishment*

- *Re-use of traditional rural buildings*
- *New touring caravan and camping sites and static caravan and chalet self-catering accommodation and extensions to existing facilities that can be accommodated without an unacceptable visual intrusion and impact on the character of the locality’*

The proposal is for high-end scheme of 6 no. Shepherd Huts. Policy SP8 contains strong support in principle for new tourism development in this area of the Vale of Pickering and Thornton le Dale in particular. The North York Moors National Park and other tourist attractions are also accessible by car from the site. However this support in principle has to be considered alongside its landscape impact and other Development Management Issues.

## Landscape impact

The site is located within the Vale of Pickering Historic Landscape, Policy SP13 – Landscapes states:

*‘Development proposals should contribute to the protection and enhancement of distinctive elements of landscape character that are the result of historical and cultural influences, natural features and aesthetic qualities including:*

- *The distribution and form of settlements and buildings in their landscape setting*
- *The character of individual settlements, including building styles and materials*

- *The pattern and presence of distinctive landscape features and natural elements (including field boundaries, woodland, habitat types,*
- *landforms, topography and watercourses)*
- *Visually sensitive skylines, hill and valley sides*
- *The ambience of the area, including nocturnal character, level and type of activity and tranquillity, sense of enclosure/exposure*

*The Council will work with landowners and statutory agencies to encourage land management practises that will protect and reinforce landscape character across the District and proposals which seek to restore areas of degraded landscape or individual landscape elements will be supported.*

*Outside of those landscapes protected by national landscapes designations, the Council will carefully consider the impact of development proposals on the following broad areas of landscape which are valued locally:*

- *The Wolds Area of High Landscape Value*
- *The Fringe of the Moors Area of High Landscape Value*
- *The Vale of Pickering*

*It also states:*

*'The Vale of Pickering, the Wolds and the Fringe of the Moors are of significant historic landscape value and loss or degradation of the elements that are integral to their historic landscape character make these landscapes particularly sensitive to change.'*

The Tree and Landscape Officer has assessed this application and stated:

*'Object for the following reason: The site is within a linear field system off Thornton Lane which has traditional roadside hedges along its length. The requirement for the removal of most of the roadside hedge for highway reasons and its replacement behind the visibility splay will form an interruption in the prevailing landscape pattern and also provide short-term views into the site.'*

Furthermore, Policy SP20 of the Local Plan Strategy states:

*'New development will respect the character and context of the immediate locality and the wider landscape/townscape character in terms of physical features and the type and variety of existing uses*

*Proposed uses and activity will be compatible with the existing ambience of the immediate locality and the surrounding area and with neighbouring land uses and would not prejudice the continued operation of existing neighbouring land uses.*

The immediate area is generally characterised as flat agricultural land, with relatively small rectangular shaped fields. These fields generally have field hedges interspersed with trees and the land is mainly used for grazing or arable production. The immediate area is generally undeveloped with the exception of agricultural development.

The introduction of the proposed development is considered to be at odds with the historic character of this landscape. This concern relates to the removal of the existing field hedge providing clear views of the site from Thornton Road. The splayed access and re-planted hedge will also introduce an element which is not characteristic on this rural lane or other accesses onto Thornton Road. The new access and trackway stretching across the length of the site will also be visible, at least in the short term and appear as a unnatural feature within the landscape. The existing perimeter hedges are patchy and will allow views into the site from public vantage points. Should the application be considered favourably the strengthening of these boundaries will be required. It is recognised that the Shepherd Huts are to be constructed of timber, a natural material. However the arrangement of the 6 units in the middle of the field is considered to appear as an alien feature.

It is not unusual to have occasional field shelters but these are usually on their own and in the corners of fields or adjacent to field buildings. The planting already undertaken and the proposed planting is not considered to add to the historic character of this site or the wider area. As a result of the above assessment the proposed development is considered to be contrary to the requirements of Policy SP13 of the Local Plan Strategy.

Furthermore, the introduction of the proposed use, (given the openness of the site) is considered to be contrary to the requirements of Policy SP20. This relates to the operation of the units, particularly the associated access, parking areas, and nocturnal activity associated with the proposed development, such as external lighting. These factors without a reasonable level of landscape screening are considered to make the proposal in this case contrary to the requirements of Policy SP20 of the Local Plan Strategy.

#### The siting, design and scale of the units

The design and scale of the individual units and amenity building is not considered to be in conflict with Policy SP16. There is considered to be no objection to the formation of the proposed pond.

#### Impact upon the amenity of the nearby properties

A letter of objection has been received from a resident who farms the adjoining field for arable and pasture purposes, advising of his operations and how they can affect the amenity of the proposed development. The objector also seeks confirmation that the boundaries will be maintained to prevent dogs damaging livestock. The objector also makes the point that there are other tourism facilities nearby. The agent has responded to state that the compatibility of the two uses is acceptable in their opinion and is part of the rural experience intended for the proposed development. The maintenance of fences is a private issue between land owners. The availability of other tourism sites is not considered to be a material consideration in this case.

The nearest residential property, Chester Villa is 200m to the south of the application site. It is also considered that there will be a satisfactory level of amenity available for the tourism use.

#### Highway Safety

The Parish Council has objected to the application as they are concerned at the speed of vehicles passing the site and the safety of pedestrians travelling from the site to Thornton le Dale.

Policy SP20 states:

#### ***'Access, Parking and Servicing***

*Access to and movement within the site by vehicles, cycles and pedestrians would not have a detrimental impact on road safety, traffic movement or the safety of pedestrians and cyclists. Information will be required in terms of the positioning and treatment of accesses and circulation routes, including how these relate to surrounding footpaths and roads*

*Access into and within buildings will be expected to be of a standard that allows all to access the building unimpeded*

*Development will be expected to comply with the relevant standards in place at the time a planning application is made to the Local Planning Authority. A Travel Plan may be required to set out how the use of the building can be made more sustainable by reducing the need to travel by private car. Where applicable, proposals will need to demonstrate the inclusion of safe and effective vehicular servicing arrangements'*

The Highway Authority has objected to the application because the access to the site cannot achieve a visibility of 215m measured 2.4m from the carriageway in both directions.



The maximum visibility is 154m in a southerly direction. The Highway Authority considers that this situation is unacceptable in terms of highway safety as such a junction would not be likely to operate within safe visibility limits . They also state:

*'The existing access is onto a de-restricted, unlit section of public highway with no separate footway provision and along which travelling vehicle speeds are observed to be high. The Highway Authority would therefore raise a concern that the proposed development on the site is remote from any public transport services, some considerable distance from the community of Thornton le Dale with its amenities and attractions etc., and it is anticipated that little or no trips will be undertaken to and from the site other than by means of private motor car and would thus go against the thrust of Section 4 of the National Planning Policy Framework.'*

In view of this, it is also considered that the proposal is in a location that is inaccessible by modes of transport other than a car. The proposal is therefore not considered sustainable in terms of Policy SP19 of the Local Plan Strategy and contrary to the requirements of Policy SP20.

The agent has responded to the Highway Authority's recommendation and this has been forwarded to the Highway Authority. It is understood verbally, that this has not changed their position.

### Ecology and Biodiversity

The Countryside Management Officer has stated:

*'There is likelihood that a legally protected species such as bats, breeding birds and great crested newts may be adversely affected by this proposed development. There is no information on the existing wildlife value of the site, whether any protected species or habitats would be impacted by the development or if biodiversity enhancement options are proposed in line with NPPF and local plan policy SP14. The site is presently grassland with hedged boundaries, there is an existing field corner pond approximately 160m to the SW of the proposed development and some of the fields in the area are known to provide loafing habitat for Golden Plover which are a qualifying species for the nearby North Yorkshire Moors SPA. I therefore object to this application on the grounds of lack of biodiversity information.'*

The agent has responded to establish if it is possible to condition such wildlife surveys. The Countryside Management Officer has confirmed that this is not possible in accordance with NPPF and Biodiversity and Geological Conservation Circular 06/2005. These surveys have to be undertaken before an application is assessed (if the application is to be considered favourably). It is also pointed out that Ryedale District Council is a Public Body under the NERC Act 2006 and has a duty to ensure to ensure its actions do not lead to harm to protected species.

In view of the above there is considered to be insufficient information submitted to assess the impact of the proposal upon biodiversity and ecology, the proposal is therefore contrary to the requirements of Policy SP14 of the Local Plan Strategy.

### Drainage

The proposal is for foul water to be treated by a on-site package treatment plant which will be drained to an on-site soakaway. There is considered to be no objection to this in principle.

Yorkshire Water has no objection to the proposal, and the Internal Drainage Board does not raise any objection. They do however state that should the applicants wish to drain to a watercourse under their control, their consent is required.

### Other comments

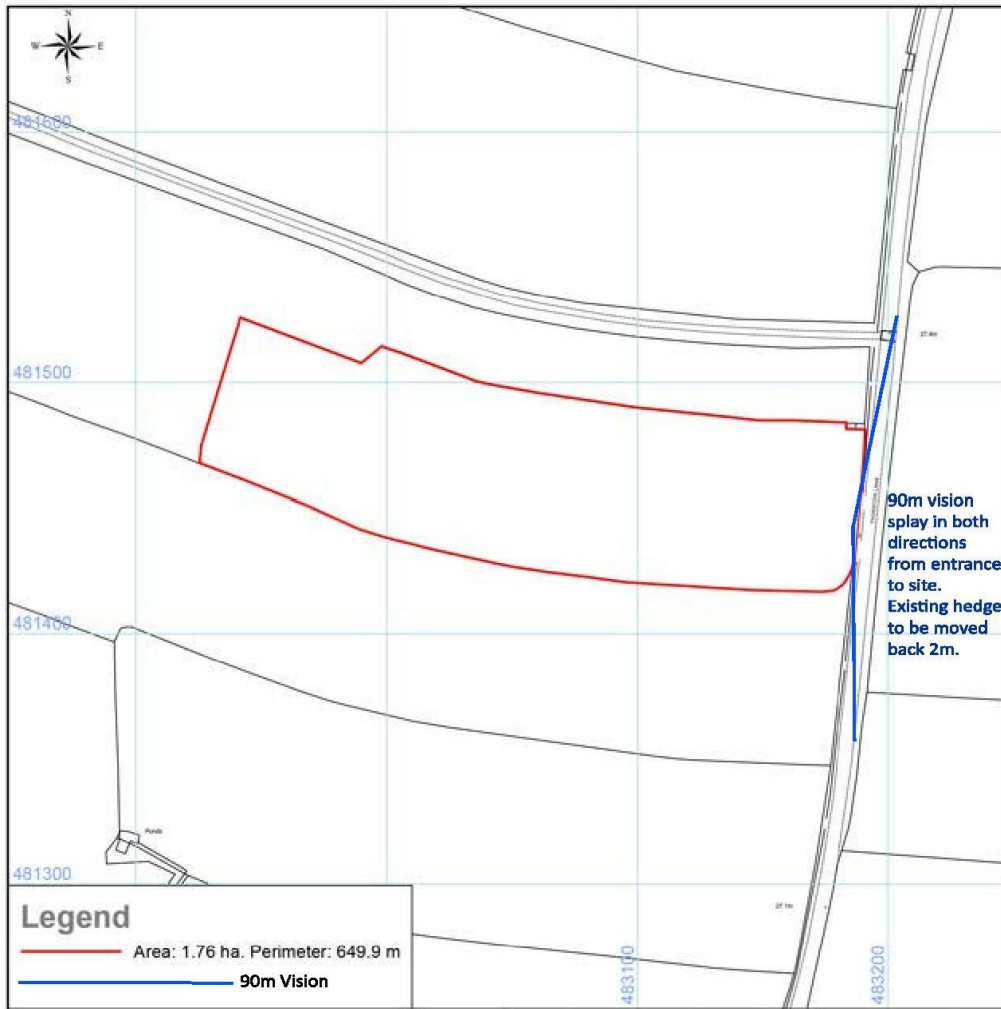
If this application were to be considered favourably, the occupancy conditions detailed in Policy SP21 would need to be imposed.

In view of the above objections in terms of landscape impact, highway safety, the accessibility of the site, and ecology this application cannot be supported by Officers and refusal is recommended..

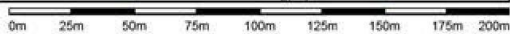
**RECOMMENDATION: Refusal**

- 1 The proposed development by virtue of the removal of the hedge and its re-planting together with the introduction of the proposed timber shepherd huts and amenity building and the formation of the new track along with its associated usage during both day time and night time is considered to adversely affect the character and appearance of the historic landscape of the Vale of Pickering. The proposed development is therefore contrary to the requirements of Policy SP13 and Policy SP20 of the Local Plan Strategy.
- 2 The proposed development is not served by pedestrian or public transport links and it is therefore considered to be inaccessible by modes of transport other than a motor vehicle. The proposed development is therefore considered to be unsustainable development in this location and contrary to Policy SP19 and Policy SP20 of the Local Plan Strategy.
- 3 The access, by which vehicles associated with this proposal would leave and rejoin the County highway, is unsatisfactory since the required visibility of 2.4 metres by 215 metres cannot be achieved at the junction with the County highway in a southerly direction. In the opinion of the Local Planning Authority the intensification of use which would result from the proposed development is unacceptable in terms of highway safety. The proposal is therefore contrary to the requirements of Policy SP20 of the Local Plan Strategy.
- 4 There has been insufficient information submitted to assess the impact of the proposed development upon ecology and biodiversity. The proposed development is therefore contrary to the requirements of Policy SP14 of the Local Plan Strategy.
- 5 Background Papers:  
  
Adopted Ryedale Local Plan 2002  
Local Plan Strategy 2013  
National Planning Policy Framework  
Responses from consultees and interested parties

# Location Plan



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Scale: 1:2500, paper size: A4

Site Address:  
 The Pasture,  
 Maltongate  
 Thornton-le-dale  
 Pickering  
 North Yorkshire  
 YO18 7SE

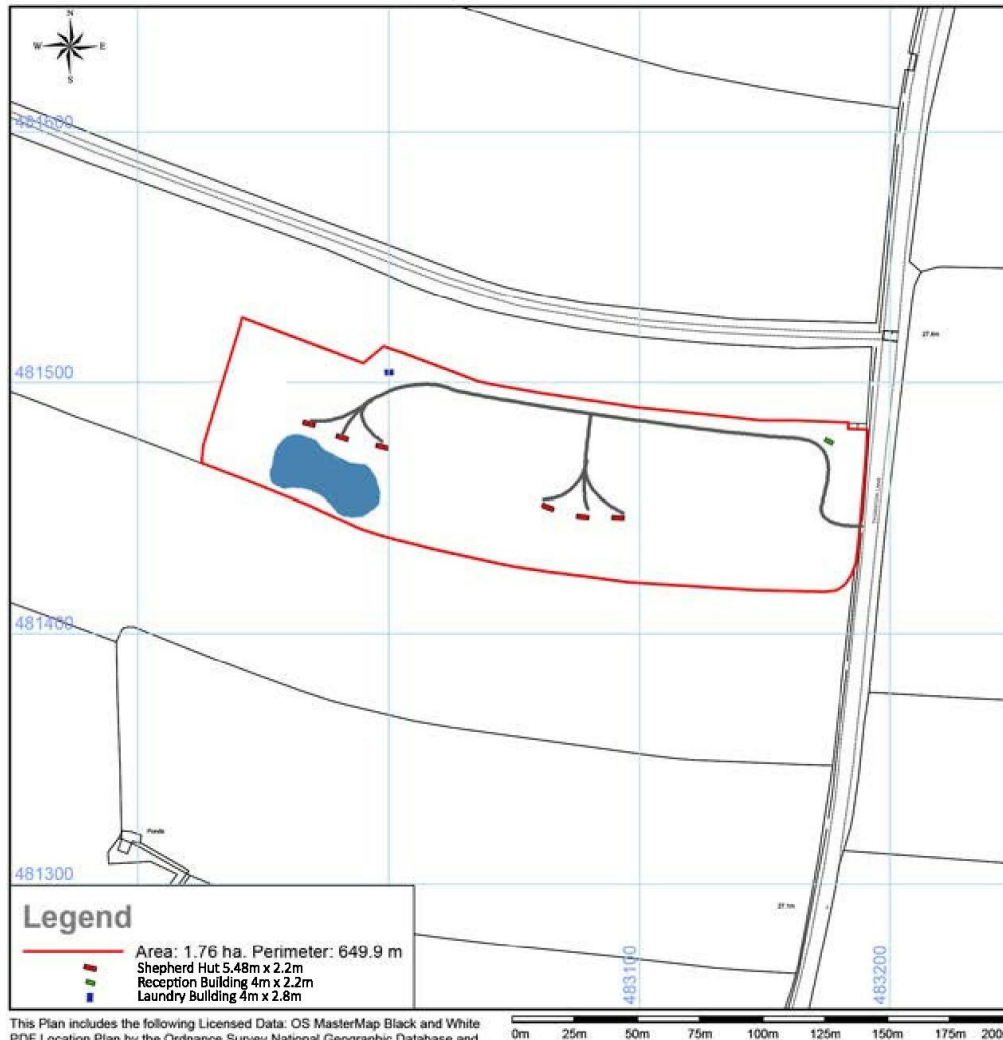
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DATE VALID  
 30/11/15

 **timberpad**  
 Bespoke Garden Offices & Studios

Prepared by: Craig Nield, 21-10-2015

## Location Plan showing proposed layout of Shepherd Huts, Laundry Hut and Reception Building.



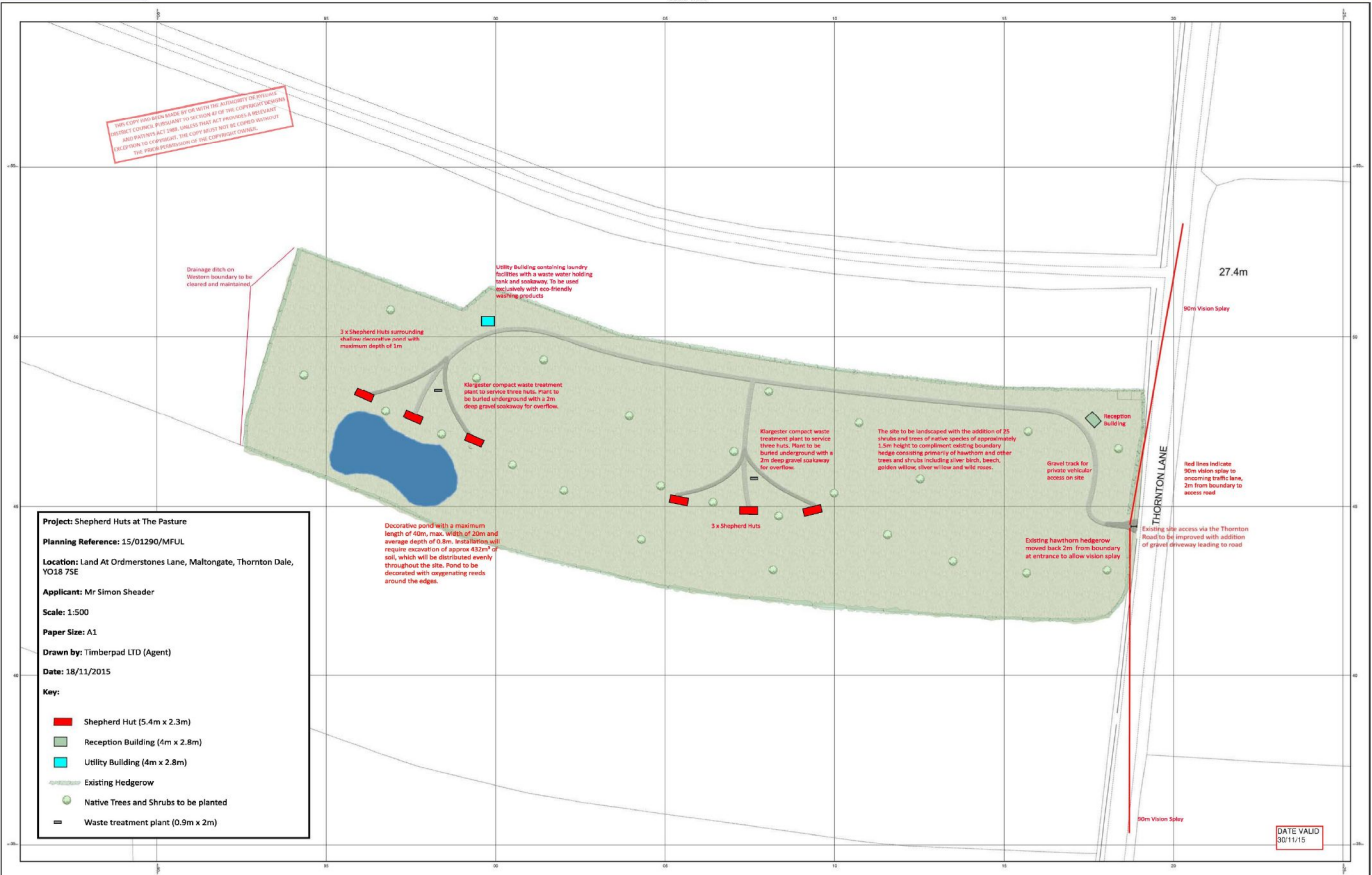
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**Site Address:**  
**The Pasture,**  
**Maltongate**  
**Thornton-le-dale**  
**Pickering**  
**North Yorkshire**  
**Yo18 7SE**

DATE VALID  
30/11/15

 **timberpad**  
 Bespoke Garden Offices & Studios

Prepared by: Craig Nield, 21-10-2015

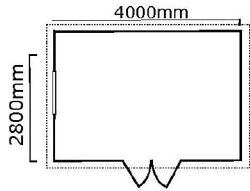


**Project:** Shepherd Huts at The Pasture  
**Planning Reference:** 15/01290/MFUL  
**Location:** Land At Ordmerstones Lane, Maltongate, Thornton Dale, YO18 7SE  
**Applicant:** Mr Simon Sheader  
**Scale:** 1:500  
**Paper Size:** A1  
**Drawn by:** Timberpad LTD (Agent)  
**Date:** 18/11/2015  
**Key:**  
■ Shepherd Hut (5.4m x 2.3m)  
 Reception Building (4m x 2.8m)  
 Utility Building (4m x 2.8m)  
— Existing Hedgerow  
● Native Trees and Shrubs to be planted  
 Waste treatment plant (0.9m x 2m)

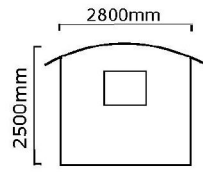
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 Date: 18/11/2015  
 Project: 15/01290/MFUL

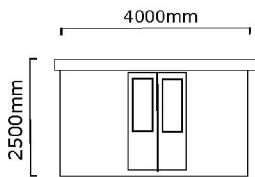
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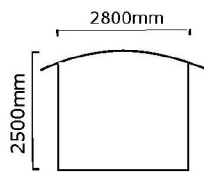
Plan View



Left Elevation



Front Elevation



Right Elevation



Bespoke Garden Offices & Studios

Address: Land At  
Ordmerstones Lane,  
Maltongate, Thornton-le-Dale,  
Pickering, North Yorkshire,  
YO18 7SE

Client: Mr Simon Shearer

Description: Timber Reception  
Building

Scale: 1:100

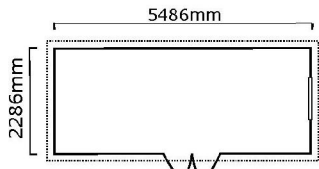
Drawn by: Ben Wong

Date: 24.11.2015

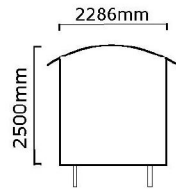
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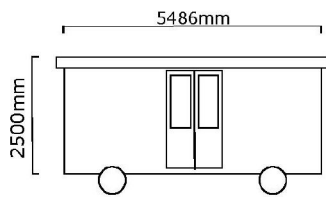
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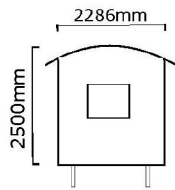
Plan View



Left Elevation



Front Elevation



Right Elevation



Address: The Pasture,  
Maltongate, Thornton-le-Dale,  
Pickering, North Yorkshire,  
YO18 7SE

Client: Mr Simon Sheader

Description: Timber Shepherds  
Hut Building on Wheels

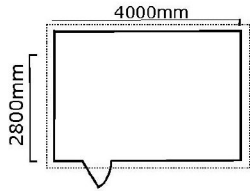
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Drawn by: Ben Wong

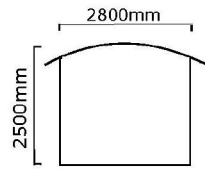
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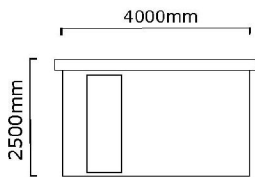
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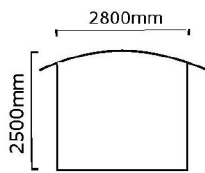
Plan View



Left Elevation



Front Elevation



Right Elevation



Bespoke Garden Offices & Studios

Address: Land At  
Ordmerstones Lane,  
Maltongate, Thornton-le-Dale,  
Pickering, North Yorkshire,  
YO18 7SE

Client: Mr Simon Shearer

Description: Timber Utility  
Building

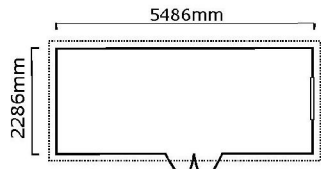
Scale: 1:100

Drawn by: Ben Wong

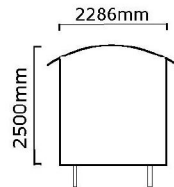
Date: 24.11.2015

DATE VALID  
30/11/15

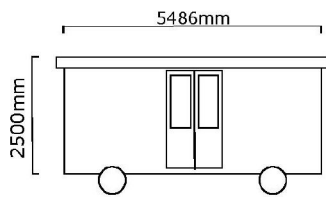
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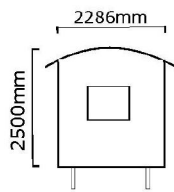
Plan View



Left Elevation



Front Elevation



Right Elevation



Address: The Pasture,  
Maltongate, Thornton-le-Dale,  
Pickering, North Yorkshire,  
YO18 7SE

Client: Mr Simon Sheader

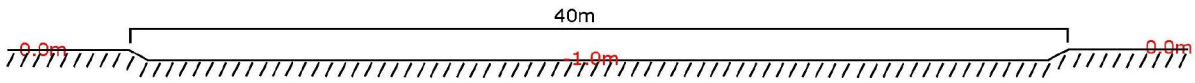
Description: Timber Shepherds  
Hut Building on Wheels

Scale: 1:100

Drawn by: Ben Wong

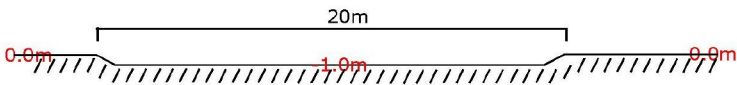
Date: 23.10.2015

DATE VALID  
30/11/15



East - West Cross Section

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North - South Cross Section



Bespoke Garden Offices & Studios

Address: Land At Ordmerstones Lane,  
Maltongate, Thornton-le-Dale, Pickering,  
North Yorkshire, YO18 7SE

Client: Mr Simon Sheader

Description: Cross Section of pond

Scale: 1:200

Drawn by: Ben Wong

Date: 25.11.2015

Statement:

The pond, which measures 40m at its longest point and 20m at its widest point, has an approximate area of 540m<sup>2</sup> and an average depth of 0.8, will require an excavation of 432m<sup>3</sup> of soil, which will be distributed evenly throughout the site.

DATE VALID  
30/11/15

## **DESIGN AND ACCESS STATEMENT**

### **USE**

The meadow is currently an empty paddock under agricultural designation. The proposed scheme aims to convert this space into a high end, low density campsite featuring six luxury Shepherd huts which will be open all year round, which is stated as the Local Plan Strategy 2013 as being one of the targets for encouraging tourism and diversification of farm lands (SP8). The site is a short distance from Thornton-le-Dale and will help introduce a steady flow of tourists into the area, to the benefit of shops, restaurants, pubs and tourist attractions complemented by the rich agricultural and religious heritage of the area. The strategy also supports the addition of “camping ... and self-catering accommodation ... without an unacceptable visual intrusion and impact on the character of the locality”.

### **AMOUNT**

The scheme will introduce six 5.5m x 2.2m rentable accommodation units to the site, or 75.9 sq. m in total. This will cater for a total of 12 guests per night. In addition to this there will be a 4m x 2.8m laundry and utility building and a 4m x 2.8m reception building. All the buildings in this scheme are movable and can qualify for planning conditions under site licence.

### **LAYOUT**

A gravel pathway will extend from the site entrance across the northern boundary of the field.

The reception building will sit near to the entrance to the site, while the laundry building will be sited towards the end of the field as shown on plan.

Three of the huts will be situated at the end of the meadow, facing westward and overlooking a decorative pond and will be reachable via the gravel pathway. Another three of the huts will sit centrally in the field, connected via the pathway. Please refer to Location Plan 1:2500 for a site layout diagram.

### **SCALE**

This proposal is for six 12.1 sq m accommodation units situated in a 1.76 hectare meadow. As a low density site, this conforms to the Local Plan Strategy’s mission of “sensitive expansion, growth and land use change in and around the Market Towns and villages” under SP12 Heritages.

### **LANDSCAPING**

The site is currently bordered by mature hedgerows and to compliment the visual appeal of the site, a number of additional native trees, shrubs and hedges will be planted. There are ditches on the East and West boundaries which will be cleared and maintained to aid with drainage. At the western end of the field, a decorative pond measuring approx. 800 sq. m will be installed. This conforms to the SP13 Landscaping goal of preserving and enhancing the “pattern and presence of distinctive landscape features and natural elements (including field boundaries, woodland, habitat types, landforms, topography and watercourses)”. The preservation of the existing hedge and tree boundaries will mean there will be no impact on the “visually sensitive skylines” (SP13 Landscapes)

### **APPEARANCE**

The style of all of the onsite buildings will suit the character of a rural, agricultural setting. They will be clad in natural sawn feather edge timber and feature curved, galvanised steel roofs and traditional style timber joinery with vintage black ironmongery. The huts are based on wheels and are therefore a non-permanent structure, minimising impact on the land.

### **ACCESS**

The site is accessible from the main road, with a vision splay in excess of 90m in either direction from the entrance. To facilitate this vision splay, the existing hedgerow will be re-planted 2m from the edge of the road. Guests would be able to drive across the site on a gravel pathway and park at their accommodation.

### **EXAMPLE OF A SHEPHERDS HUT**



Shepherd Huts are a traditional timber building which have been an important part of Britains agricultural heritage for over 300 years. Such buildings would be used by Shepherds who would move across pastures whilst tending to their flocks, as a precursor to the modern caravan.

Although the original huts were very basic and simple, a recent surge in popularity since 2012 for boutique and luxury Shepherd huts has been fuelled by the rise of the British “glamping”, “staycation” or high end camping market which is valued at approximately £3 billion.



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**Subject:** Planning Application Thornton Le Dale

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**From:** Mickheal Boden

**Sent:** 06 January 2016 15:29

**To:** reception1

**Cc:** Councillor David Porter; Cllr Geoffrey Acomb; Councillor John Garbutt ; Councillor Martin Sanderson; Councillor Paul Charles; Councillor Sandra Bell; Councillor Sarah Crabtree;

**Subject:** Planning Application Thornton Le Dale

Thornton Le Dale Parish Council discussed this application at the Council meeting last night the comments are as follows:-

**Applicant:** Express Coach Repairs Mr S Sheader 15/01290/MFUL

**Address:** Ordmerstones Lane

**Application:** Change of use of agricultural land to a holiday campsite to include siting of 6 timber shepherd huts for self contained holiday accommodation, ancillary timber reception building and timber utility laundry building, formation of wildlife pond, alteration to existing vehicular site access and onsite access tracks

All Councillors objected to this application. They voiced concerns regarding the access onto a main road with traffic possibly passing the entrance at speeds of up to 60 mph, the safety of pedestrians leaving the site and walking into the village and also the possible size of the camping site.

Regards

M W Boden

Clerk to Thornton Le Dale

# Agenda Item 10

**Item Number:** 10  
**Application No:** 15/01323/MFUL  
**Parish:** Slingsby Parish Council  
**Appn. Type:** Full Application Major  
**Applicant:** Mandale Construction Ltd  
**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 onto High Street  
**Location:** Land East Of High Street Slingsby Malton  
**Registration Date:**  
**8/13 Wk Expiry Date:** 18 February 2016  
**Overall Expiry Date:** 18 February 2016  
**Case Officer:** Alan Hunter **Ext:** Ext 276

## CONSULTATIONS:

<b>Highways North Yorkshire</b>	Views awaited
<b>Building Conservation Officer</b>	No objection
<b>Parish Council</b>	No objection - concerns about drainage
<b>North Yorkshire Education Authority</b>	No views received
<b>Housing Services</b>	Support
<b>Sustainable Places Team (Yorkshire Area)</b>	Comments made
<b>Land Use Planning</b>	Condition to be attached
<b>Archaeology Section</b>	A scheme of archaeological mitigation recording should be undertaken and a condition appended.
<b>Countryside Officer</b>	Condition to be added to any planning permission granted
<b>Vale Of Pickering Internal Drainage Boards</b>	Recommendations made
<b>Tree &amp; Landscape Officer</b>	Views awaited
<b>Environmental Health Officer</b>	No views received

**Neighbour responses:** Mr Ben Rayner, Mr Kevin Randerson,

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## SITE:

The application site is a former Haulage Yard located within both the village development limits and the Slingsby conservation area. It measures approximately 70m in depth at its greatest, and 70m in width at its greatest across the front of the site. There is also an area of land that wraps around the rear of Part Way Cottage and West Cottage on High Street on the north-eastern side. The site measures approximately 0.48 hectares. There is a stonewall that fronts High Street with a steep embankment immediately in front of the wall. There is also a significant increase in land levels from the road level on High Street to the site. A hardcore base exists across the majority of the haulage site. The site is also within an area of known archaeological importance.

Immediately opposite the site are two pairs of brick and rendered semi-detached properties, the remainder of the properties along High Street and along Malton Road (B1257) are either detached, semi-detached or terraced dwellings in stone under either clay pantile or slate roofs.

## **PROPOSAL:**

Full planning permission is sought to develop the site for residential properties. This includes:-

- 5 no. 4-bed dwellings;
- 7 no. 3-bed dwellings ;
- 6 no. 2-bed dwellings;

The 4-bed properties have the largest footprints at 8.6m by 8.6m. The smallest 2 bed unit (Plot 3) has a footprint of 4.4 m by 8m. The eaves and ridge heights of the proposed dwellings vary between 4.7m - 5.7m and 7.5m -10.3m respectively.

The applicants propose to use natural stone for the properties under slate and red pantile roofs. The materials to be used for the windows, doors and ground surfacing materials are yet to be confirmed.

A detached single garage is proposed for Plots 9,10,11 and 13 having a footprint of 3.2m by 6.2m and being 2m to the eaves height and 4.4m to the ridge height. The garages are proposed to be constructed of random coursed stone under a clay pantile roof.

It is proposed to cut into the stonewall on High Street and create a central vehicular and pedestrian access to the site from High Street. There will then be properties fronting High Street to either side of the proposed access road, which will lead into a cul-de-sac. There will be a central rectangular area surrounded by properties. Attempts have been made to locate car parking and garages behind properties so views of the scheme are not dominated by vehicles.

Information regarding ground floor levels on the site, boundary details, and how the existing stone wall is proposed to be treated is outstanding.

To either side of the access are 4 properties, which are proposed to be located behind the existing stonewall. Plot 4 features a gable fronting High Street. Within the site are two properties at either side of the cul-de-sac, and 4 properties along the rear elevation, 2 further properties are proposed in the north-eastern corner of the site.

## **HISTORY:**

2015: Planning permission approved for 24 no. dwellings.

2006: Planning application withdrawn for the erection of 26 dwelling units.

2006: Conservation Area consent approved for the demolition of an industrial building.

1997: Planning application withdrawn for the change of use of yard from general haulage repair and maintenance of commercial vehicles with ancillary sales of commercial vehicle parts to non-ancillary sales of vehicle parts. Installation of drainage interceptors.

## **POLICY:**

### National Policy Guidance

National Planning Policy Framework 2012 (NPPF)

National Planning Policy Guidance 2014 (NPPG)

## Local Plan Strategy

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 SP18 – Renewable and Low Carbon Energy

Policy SP19 – Presumption in favour of Sustainable Development

Policy SP20 – Generic Development Management Issues

Policy SP22 – Planning Obligations, Developer Contributions and the Community Infrastructure Levy

### **APPRAISAL:**

The main considerations in relation to this application are:-

- The principle of the development proposed;
- Whether the proposed development in terms of the number of dwellings proposed, density, scale, heights, design, relationship to existing residential development, layout and character are appropriate in this area;
- Whether the proposal either preserves or enhances the character and appearance of the Conservation Area;
- The impact of the proposals upon the setting of Listed Buildings
- Affordable housing provision;
- Open space provision;
- Drainage;
- Highway safety;
- Archaeology;
- Ecology;
- Impact on the amenity of surrounding neighbours;
- Contaminated land implications;
- Community Infrastructure Levy;
- Whether the proposed dwellings will have a satisfactory level of residential amenity

This proposal is classed as a 'Major' application and has been determined by the Planning Committee. The statutory determination date has been extended from the 18 February 2016 until 29th February 2016, so the application can be determined by this Committee meeting, and to allow for the

completion of a S106 agreement if the application is approved planning permission. At the time of writing, the following information is awaited:

- Details of the existing and proposed levels on the site;
- Confirmation of the window and door materials;
- Confirmation of the ground surfacing materials;
- How surface water is to be drained from the site, including a detailed scheme to ensure this is viable and that it will not unacceptably increase the proposed site levels; and
- Precise details of the treatment of the existing stone wall, including any reduction in height.

A second set of revised plans have also just been received in regard to increasing the floor size of Plots 1,2,15, and 16. These are currently being re-consulted upon until 18 February 2016. The changes relate to the minimum size of 79m<sup>2</sup> for a 2-bedroom 4-person property that a Registered Provider would accept as on-site Affordable Housing.

Members will therefore appreciate that the appraisal of this application cannot be complete at this stage, and a further Updated Report will follow on the Late Observations List. Any final recommendation made will be subject to the expiry of the consultation period on the 18 February 2016.

There have been objections submitted from 2 residents, these raise the following issues:

- Welcome the reduction in the numbers from 24 to 18;
- Highway safety;
- Site access;
- A suggested access position to the north;
- Comment in relation to land levels;
- A plan is required showing how the proposed development will affect residents is required;
- Local contractors should be used on the proposed development;
- Time frame for development
- A copy of the applicants accounts and concerns at whether this project is too large for the company;
- On-street parking for existing properties;
- Views from existing properties;
- Roof pitch scale and heights of properties;
- The impact of the proposal upon trees;
- The appearance of the archways
- Design, scale and roof pitch of the detached garages
- No details on boundary treatments;
- Separation distances from Plots 10,11, and 12.

#### The principle of the proposed development

Planning permission was granted for the erection of 24 dwellings on this site in 2015. The Local Plan Strategy identifies Slingsby as a 'Service Village' and a focus for new residential development. The village has a School, Village Shop, Public House, and is regarded as a sustainable location for new residential development. The site is within the development limits of Slingsby and the principle of residential development on the site is therefore considered acceptable.

Whether the proposed development in terms of the number of dwellings proposed, density, scale, heights, design, relationship to existing residential development, layout and character are appropriate in this area;

The site has a lawful haulage yard use on High Street, Slingsby, with its current access onto the B1257. Full planning permission is sought to create a new access from High Street into the site. This involves creating an opening into the existing stonewall, with excavations into the land in order to

create the proposed access road. The proposed layout includes a terrace of 4 properties High Street leading into an access road with a pair of semi-detached dwellings on either side. In the centre of the site is a turning head with a terrace of 4 dwellings against the back (eastern) side. A further access will lead from the central turning head into the north-eastern area of the site that wraps around the rear of the site where there will be two properties. On the earlier approval the use of stonewalls within the site allowed glimpsed views of the dwellings in this area from the main turning head. Details of the boundary details are awaited.

Following negotiations the general design of the proposed dwellings is considered to relate well to the character and form within Slingsby. The scheme has retained elements from the approved scheme that picked up on the local vernacular in Slingsby, such as the gable fronting High Street with the ground and first floor windows. The archways within the inner areas are considered to add interest to the scheme, and there are cartshed openings that have been re-used elsewhere in the Village. The use of natural stone, slate and clay pantile is also considered to be representative of the village. The scale of the proposed dwellings has been reduced from that originally designed, and there is considered to be no objection to the scheme in this regard. The siting, form and relationship with surrounding development is considered to be acceptable.

The previously approved application had a much denser layout of 24 dwellings. It is understood that the applicant has since agreed to purchase the application site and considers that 18 dwellings is the most efficient use of the site in terms of viability. Apartments, which are an efficient use of the land were included in the approved scheme. It is understood that there was no need or interest shown for these properties. As such, a scheme without apartments will inevitably not have the same level of density. The proposed built form of this scheme, and locations of buildings is very similar to the approved scheme. The density of this scheme is 37.5 dwellings to the hectare. Taking into account the form and character of the area, this density is considered to be acceptable. When the earlier application was considered, planning policy contained higher density target.

#### Access and Highway safety

The creation of a new vehicular access road in order to develop the site in depth in the same position was previously considered acceptable. The Highway Authority has requested auto-tracks showing how large vehicles can turn within the site. These have been received and sent to the Highway Authority for their views, at the time of preparing this report their views have not been received. It is anticipated that their views will be included within the Updated Report.

One of the main objections relates to the impact of the proposed access to the site and its affect upon on-street parking. This is noted, however, there is no automatic right to park on the public highway. Such parking is undertaken at the discretion of the local Highway Authority. Furthermore, the access position is consistent with that approved for 24 dwellings. Officers have therefore not sought to try and negotiate an amended access position.

#### Whether the proposal will either preserve or enhance the character and appearance of the Slingsby Conservation Area

There is a duty to have special attention to the desirability of preserving or enhancing the character and appearance of Conservation Areas (S72 of the Planning (Listed Buildings & Conservation Areas) Act 1990. The area at present is an existing concreted forecourt belonging to a haulage yard, and its appearance is considered detrimental to the appearance of the designated area. This planning application will benefit the appearance of the area by the removal of the haulage wagons from within the site along with the existing modern industrial building, which is located on the site at present. It is anticipated that the proposed development should be able to demonstrate enhancement to the character and appearance of the Conservation Area. However, In the absence of the outstanding details it is not considered possible at the current time to conclude on this aspect.

#### The impact of the proposed development upon the setting of nearby Listed Buildings



There are two Grade 2 listed buildings nearby, Slingsby Heights and West Flatts Farmhouse. S66 of the Planning (Listed Buildings & Conservation Areas) Act 1990 imposes a duty on Local Planning Authority to have special regard to the desirability of preserving the setting of Listed Buildings. Policy SP12 also requires the Local Planning Authority to assess the impact of the development proposals upon heritage assets. The redevelopment of this haulage yard for residential development purposes, is considered to be capable of having a neutral impact upon the setting of the nearby listed buildings. The Buildings Conservation Officer has no objection to the application.

#### Whether the proposals will have a satisfactory level of residential amenity

All of the proposed dwellings have some garden area. The 8 units on that front onto High Street have the least amenity space. Whilst the level of residential amenity for these units is less than ideal, this is required to be considered alongside the POS commuted sum of £45,324 towards the provision of communal facilities within the immediate vicinity. On balance the scheme is considered to be acceptable.

It is considered that a condition will need to be imposed however to withdraw the 'permitted development rights' of these properties to prevent ancillary structures and alterations to these properties without the benefit of planning permission in order to protect the character and appearance of the area and to retain reasonable levels of garden space.

#### Affordable Housing

There is a requirement under current planning policy for 35% of the dwellings to be affordable housing.). That equates to 6.3 units. The Housing Department has confirmed that this should comprise:

- 6. No 2 bed 4- person dwellings with a minimum size of 79m2;and
- A commuted payment equating to £17,700 representing the shortfall in provision

The developer has submitted a Viability Assessment, which the Local Planning Authority has had independently appraised. The applicant's Viability Assessment includes a variety of options including the provision of Starter Homes, in conjunction with onsite Affordable Housing. The provision of Starter Homes is not required under the adopted Development Plan, which specifically requires on-site Affordable Housing in this case. It is therefore considered that the provision should be on-site Affordable Housing. The independent appraisal has confirmed that 4 onsite Affordable Housing units is viable. The Housing Department has confirmed that this should comprise:

- 2no 2-bed intermediate dwellings being a minimum of 79m2
- 2no. 2-bed dwellings for rent being a minimum of 79m2

A **S106** legal agreement is required to ensure this Affordable Housing is provided and transferred to a Registered Provider and remains in perpetuity.

#### Public Open Space

In accordance with Policy SP11 of the Local Plan Strategy a contribution towards Public Open Space is required. It is not considered appropriate in this case to be accommodated on site. An off-site contribution of £45,324 has been calculated and agreed with the applicant.

This payment also needs to be secured via a S106 agreement, if Members are minded to approve the application.

### Trees and Landscaping

The Tree and Landscape Officers views are currently awaited and Members will be updated.

### Community Infrastructure Levy(CIL)

If this application is determined after 29th February 2016 this development is chargeable to CIL at £45m2, excluding the Affordable Housing. In this eventuality there would be no POS payment required.

### Drainage

The foul water from the site is proposed to drain into the public sewer. Yorkshire Water requires developers to investigate sustainable methods of draining surface water before considering using the mains. It is noted that there is a watercourse located nearby, which is managed by The Vale of Pickering Internal Drainage Board. Furthermore, the Drainage Board has stated that the discharge of surface water should be restricted to 1.4 litres a second.

The agent has been asked to confirm how surface water is to be drained, although no response has been received to date. This is because, even with surface water discharge into the mains, there will be a requirement for on-site attenuation. Given the already raised land levels Officers consider that it is necessary to understand how the on-site surface water drainage requirements can be accommodated on site and what impact this has upon proposed finished ground and floor levels.

### Contamination

The 2005 Contamination Report has been re-submitted with this application. That report was considered by the Environment Health Officer previously who considered that further investigation work is required, but that it is not necessary for this to be undertaken prior to the grant of planning permission (should members approve this development). After discussions internally it is considered that the same condition is considered to address this issue and to ensure the site is suitably remediated for residential development.

### Ecology

A Ecology report has been submitted for the site by Delta Simmons. The Countryside Management Officer has considered that report in detail and considers that the ecology and biodiversity issues on site can be addressed by a condition requiring compliance with the submitted Report.

### Archaeology

NYCC - Heritage Services has identified that the site is located within an area of known archaeological significance. In the circumstances, they have requested a condition regarding a scheme of archaeological recording is undertaken.

### Impact upon the residential amenity of adjoining properties

In terms of the impact from the proposed development upon the residential amenity of adjoining neighbours, opposite the site are semi-detached properties and there is considered to be a satisfactory separation distance between these properties and the nearest proposed dwellings. To the north is a semi-detached cottage. The nearest unit will be approximately 23m from that property which is considered to be an acceptable distance. That property has a relatively large rear garden area, and whilst there will be some impact in terms of overlooking from the proposed development this is not considered to be objectionable given the location of the proposed dwellings and the separation distances involved. Neither is it considered that the two dwellings proposed in the north-eastern corner of the site would have a material adverse effect upon the residential amenity of the adjoining neighbours. The block of 4 units on the rear of the site will have some impact upon the rear garden

area of Croft House. However, there is an increase in the ground levels to the rear garden of Croft House together with mature landscaping on that boundary. Moreover there will be a minimum separation of 21m between Croft House and the nearest proposed unit. As such the proposed development is not considered to give rise to a material adverse effect upon that property in terms of scale and bulk or potential overlooking. It is not considered that the proposed dwellings would have an adverse impact upon Hunter's Hill, as there would be a separation distance of 17m from its rear elevation and the first floor side gable of Plot 12 is also on substantially lower ground levels. Hunters Hill is also offset to Plot 13 to avoid potential overlooking. The property on the corner, Hardwick House (formerly Lowrys Restaurant) is closest to Plot 15. However by virtue of the side-on relationship there us not considered to be an adverse effect upon that property by virtue of the proximity (10.5m) or through potential overlooking. There is a back-to-back separation distance of 22m between Harwick House and Plot 14.

One of the objections raised the issue of the proximity of Plots 10,11,12 to their boundary. Plot 10 has a separation distance of 9m and Plots 11, and 12 - 10.6m. This is a side-on relationship to the garden. This is also consistent with the earlier approved layout. As stated above, the closest is Plot 12 at 21m. Whilst there will be some impact, this arrangement of dwellings is not considered to be objectionable. Officers have sought to negotiate reductions in the heights of these properties and the detached garages as much as is possible. In summary, the impact from the proposed development is not considered to give rise to a material adverse effect upon the amenity of the adjoining neighbours that is sufficient to withhold consent. Moreover, the impact is not considered to be materially different to the approved scheme.

#### Other issues

NYCC - Education have been consulted regarding any contributions towards education provision. No response was received.

The Parish Council has no objection to the proposed development, however they are concerned regarding the capacity of the existing system to accommodated additional foul and surface water. Members will appreciate from the above appraisal that this information is currently awaited from the agent.

Of the outstanding issues raised by the objectors, the views from properties and the financial accounts of the applicant are not a material planning consideration. The comment in relation to the reduction in numbers is noted, as is the suggestion that local contractors should be used, however this is a matter for the developer. Officers cannot specify contractors based on location. There is no requirement that the construction of the development be included within a plan, however, if approved an informative could be imposed requesting that the applicant conforms to the expected standard of construction, known as The Considerate Constructors Scheme. The majority of the other issues raised have been appraised above or will be addressed in the Updated Report.

Given the outstanding information identified above, a further Update Report will be sent with the late papers.

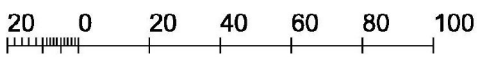
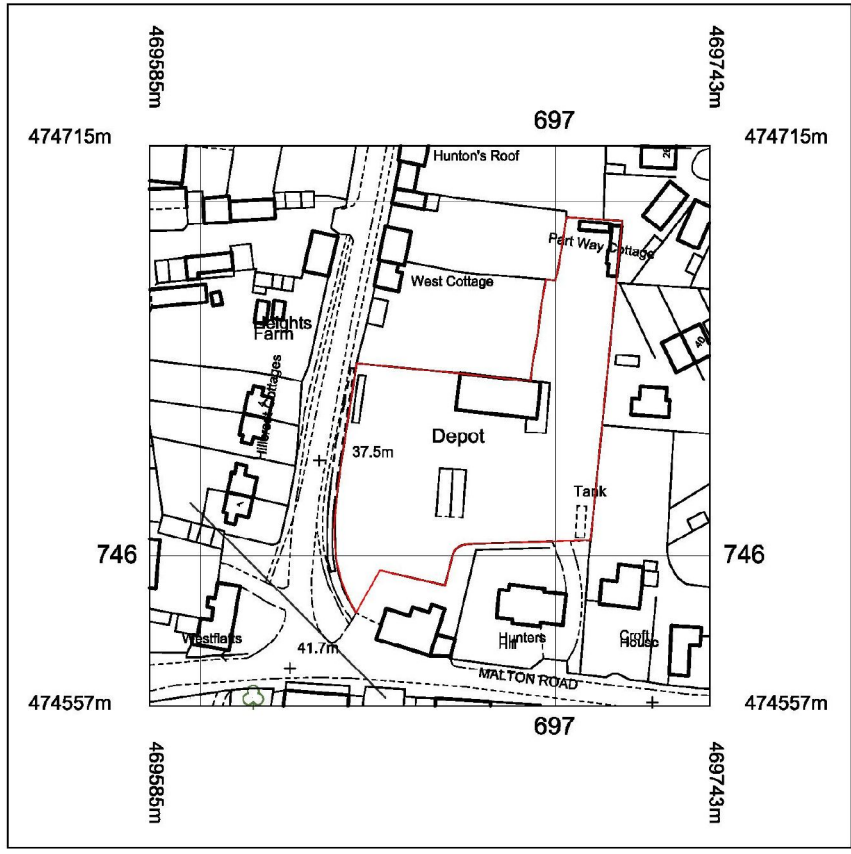
**RECOMMENDATION:**                      **To Follow**

#### **Background Papers:**

Adopted Ryedale Local Plan 2002  
Local Plan Strategy 2013  
National Planning Policy Framework  
Responses from consultees and interested parties

# Stanfords VectorMap

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DATE VALID  
19/11/15

+



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1531/004C - SITE LAYOUT

REVISED PLAN



DATE  
15/01/16

1. CONSULT WITH THE LOCAL AUTHORITY 2. CONSULT WITH THE LOCAL AUTHORITY 3. CONSULT WITH THE LOCAL AUTHORITY 4. CONSULT WITH THE LOCAL AUTHORITY 5. CONSULT WITH THE LOCAL AUTHORITY	 <b>RESIDENTIAL DEVELOPMENT</b> <b>HIGH STREET, SLINGSBY</b>	<b>DRAWING:</b> SITE LAYOUT	<b>EXPLANATION:</b> A. PLANNED USE B. PLANNED USE C. PLANNED USE	0010010 0010010	<b>Elder Lester McGregor</b> Chartered Architects 100-102, New Street, Birmingham, B2 4JG Tel: 0121 633 1111 Fax: 0121 633 1112 www.elderlestermcgregor.co.uk www.elderlestermcgregor.com	SCALE: 1:500 @ A1 DRAWN BY: J. MCNEIL CHECKED BY: J. MCNEIL DATE: 15/01/16 DRAWING NO: <b>1531/004C</b>
---	--	--------------------------------	---	--------------------	---	--

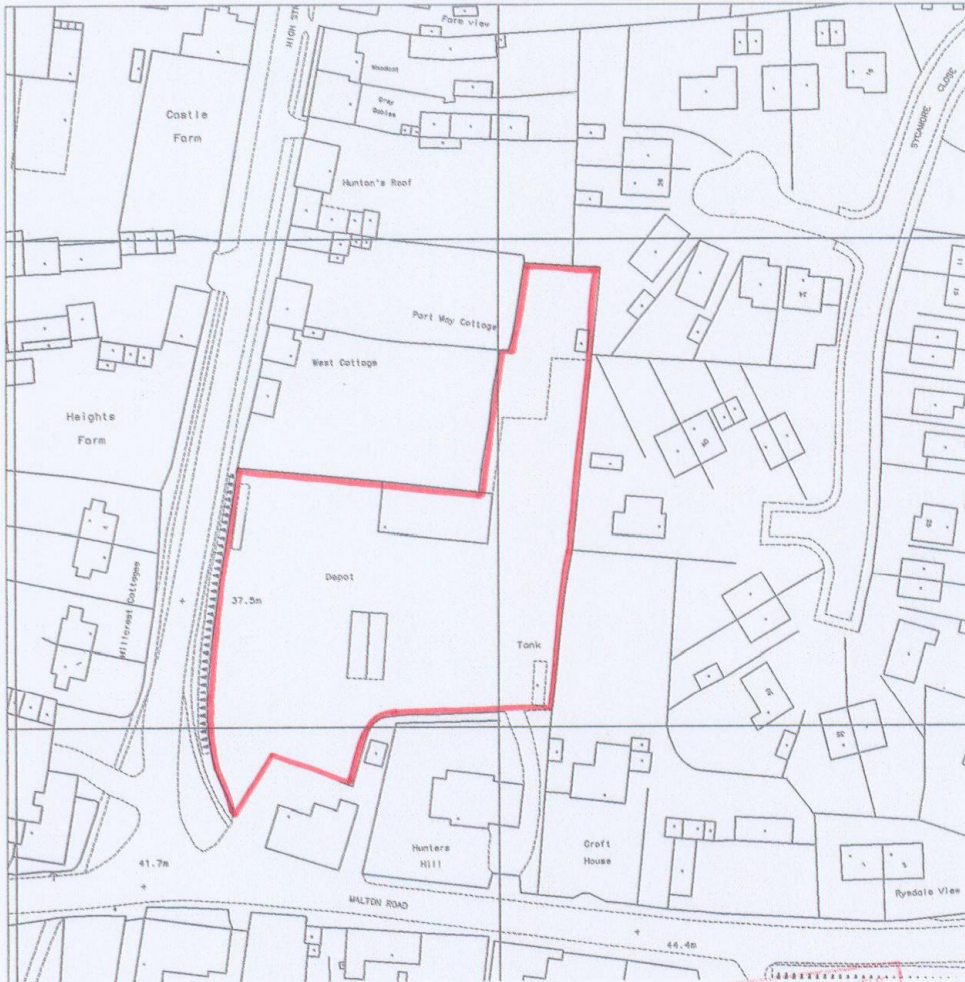


RYEDALE D.C.

- 9 AUG 2006

DEVELOPMENT CONTROL

06/00807/MFUL



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**Title:** Site Location Plan—Former Haulage Yard, High Street, Slingsby

**Client:** Voltruck

**Drg No:** HG170:01

**Date:** Nov 2005

**Scale:** 1:1250

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Alan

**RYEDALE D.C.,**  
**30 JAN 2008**  
**DEVELOPMENT CONTROL**



**SIGNET PLANNING**  
VISION | STRATEGY | ACTION

SM/LH/HG0170

mortons@signetplanning.com  
28 January 2008

A Hunter Esq  
Development Control Officer  
Ryedale District Council  
Ryedale House  
Malton YO17 0HH

Dear Alan

**HIGH STREET, SLINGSBY**  
**PLANNING APPLICATION NO. 06/00807/MFUL**

Please find enclosed four copies of plans identifying further amendments to the above housing scheme. These take on board your comments of 19 December 2007 (email correspondence).

- i. The gable feature at eaves level on plot 17 has been removed.
- ii. The two properties identified as plots 13 and 14 have now been combined to provide a single four-bedroom property. As a consequence, the front dual entrance porch has been removed and replaced with a traditional entrance door that is similar in style to that fronting the High Street (plots 22-24).
- iii. The dormer windows to plots 5 and 6 and to plots 8 and 9 have been removed.

The amendments above have reduced the capacity from 25 to 24 units, although off-street car parking provision remains unchanged.

I have also enclosed a plan identifying those properties within the development site which are to be affordable (2 x two-bed coach houses; 2 x two-bed houses; 4 x three-bed houses). The type/nature of the properties chosen reflect housing market needs information provided in your email of 23 November 2007.

I would be grateful if you could provide these amended plans for re-consultation. If you have any comments in respect of the above then please contact me on the number given below.

Yours sincerely  
for Signet Planning

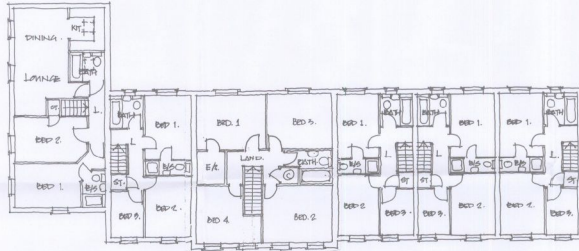
STEVE MORTON  
Senior Planner

The Hamlet, Hornbeam Park, Harrogate, HG2 8RE.  
Tel: 01423 878 550 Fax: 01423 815 599 E-mail: [info@signetplanning.com](mailto:info@signetplanning.com) [www.signetplanning.com](http://www.signetplanning.com)

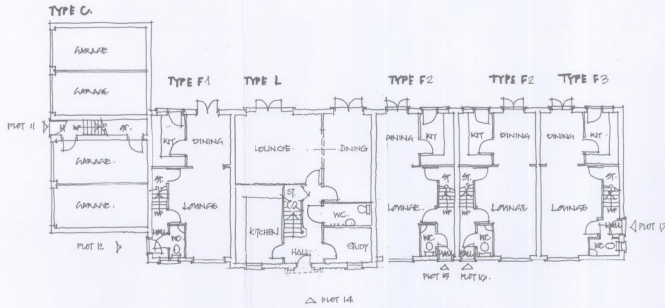
Registered in England No. 5241035



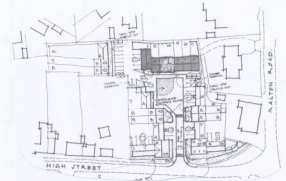
SECOND FLOOR LAYOUT.



FIRST FLOOR LAYOUT.



GROUND FLOOR LAYOUT.



INDICATIVE LAYOUT . N.T.C.

REVISED PLAN

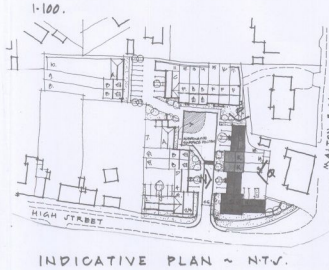
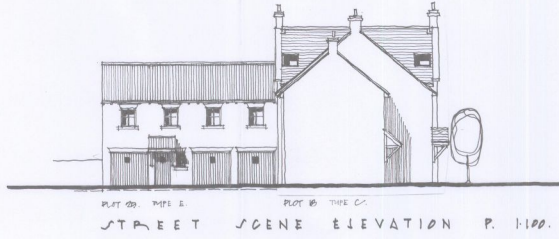
RYEDALE, C.  
31 JAN 2009  
ARCHITECTURAL CONSULTANTS

REV. C. PLOTS 15 REMOVED AND PREVIOUS TYPE D (2004) DESIGN TYPE L PLOT 4  
UPD. 10/01/07

REV. D. PLOTS 15A - SHOW OVER FEATURES - PARKING, DRIVEWAYS, 10/01/07 E.P.  
REV. A. PLOTS 15/20 REMOVED - PLOTS 12-17 REMOVED. 29/07/07 N.B.

<p><b>VOLTRUK</b></p> <p>HIGH STREET, WILMINGTON. RESIDENTIAL DEVELOPMENT.</p> <p>DRAWING TITLE FLOOR PLAN - PLOTS 11-17 (NOT PLOT 12)</p> <p>NO. 09/07/1008A1 REV. 05/06/09 C</p>	<p><b>M.L.M.P.</b> ARCHITECTURAL CONSULTANTS</p> <p>100 WINDING WOOD 2015 01 WINDING WINDING LONDON TEL: 020 7300 8888 FAX: 020 7300 8888 E: mlmp@mlmp.co.uk © 2009 M.L.M.P. Architects Limited</p>
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# HIGH ST, SLINGSBY.



**REVISED PLAN**

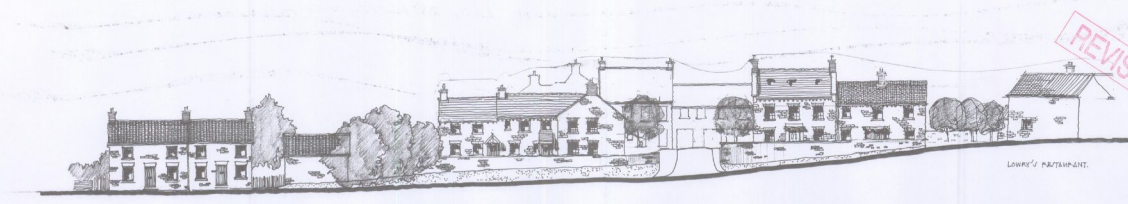
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- REV. E - PLUMBING & CROWNED TANK K. 10/10 10/10 10/10
- REV. F - PLUMBING & CROWNED TANK K. 10/10 10/10 10/10
- REV. G - PLUMBING & CROWNED TANK K. 10/10 10/10 10/10
- REV. H - PLUMBING & CROWNED TANK K. 10/10 10/10 10/10
- REV. I - PLUMBING & CROWNED TANK K. 10/10 10/10 10/10
- REV. J - PLUMBING & CROWNED TANK K. 10/10 10/10 10/10
- REV. K - PLUMBING & CROWNED TANK K. 10/10 10/10 10/10
- REV. L - PLUMBING & CROWNED TANK K. 10/10 10/10 10/10
- REV. M - PLUMBING & CROWNED TANK K. 10/10 10/10 10/10
- REV. N - PLUMBING & CROWNED TANK K. 10/10 10/10 10/10
- REV. O - PLUMBING & CROWNED TANK K. 10/10 10/10 10/10
- REV. P - PLUMBING & CROWNED TANK K. 10/10 10/10 10/10
- REV. Q - PLUMBING & CROWNED TANK K. 10/10 10/10 10/10
- REV. R - PLUMBING & CROWNED TANK K. 10/10 10/10 10/10
- REV. S - PLUMBING & CROWNED TANK K. 10/10 10/10 10/10
- REV. T - PLUMBING & CROWNED TANK K. 10/10 10/10 10/10
- REV. U - PLUMBING & CROWNED TANK K. 10/10 10/10 10/10
- REV. V - PLUMBING & CROWNED TANK K. 10/10 10/10 10/10
- REV. W - PLUMBING & CROWNED TANK K. 10/10 10/10 10/10
- REV. X - PLUMBING & CROWNED TANK K. 10/10 10/10 10/10
- REV. Y - PLUMBING & CROWNED TANK K. 10/10 10/10 10/10
- REV. Z - PLUMBING & CROWNED TANK K. 10/10 10/10 10/10

REV. A - PLOT NO CHANGED - NEW INDICATIVE PLAN  
 REV. B - PLOT NO CHANGED - NEW INDICATIVE PLAN  
 REV. C - PLOT NO CHANGED - NEW INDICATIVE PLAN

CLIENT & PROJECT		
VOLTAGE HIGH STREET, SLINGSBY.		
RESIDENTIAL DEVELOPMENT.		
DRAWING TITLE STREET SCENE V - SHEET 9.		
LAWSON MARGERISON PARTNERSHIP ARCHITECTURAL CONSULTANTS 213 Preston Road, Slingsby, Northants. Northants, NN16 9JL Tel: 01537 860000 Fax: 01537 867222 Email: gm@lmpartnership.co.uk		
DRAWN	REVISED	DRAWING NO.
K.B.	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z	001/001/P.07
DATE	SCALE	
JULY 09	1:100	

RYEDALE U.C.  
 31 JUN 2009  
 ELECTRICAL CONTROL

# HIGH ST. SLINGSBY



100% WAY SETBACK - 100% SETBACK  
**STREET SCENE FROM HIGH STREET 1:100.**

**REVISED PLAN**

RYEDMEDC  
 11/11/18  
 01/11/2018

LOWRY'S PARTNERSHIP

REV C - PERM (IN CONCORD) LOWRY'S PARTNERSHIP - 16/01/18 JPL  
 REV B - PERM (IN CONCORD) 16/01/18 JPL  
 REV A - PERM (IN CONCORD) 16/01/18 JPL

DATE	VOLTR, UKK	
PROJECT	HIGH STREET, SLINGSBY, RESIDENTIAL DEVELOPMENT, STREET SCENE FROM HIGH STREET	
CLIENT	LOWRY'S PARTNERSHIP	
DATE	23-09-07 1:00PM JPL by/ep/R,10	

# HIGH ST, SLINGSBY.



**INDICATIVE PLAN - N.T.C.**

REV. F. TRANSFER COMMENTS NOT SHOWN IN REV. F. 10/10/05

REV. G. DIMENSIONS REDUCED BY 1/4" (6.35mm) TO FIT ON PLANNING TO SCALE OF 1:100

REV. H. PLANNING COMMENTS: REVISED FLOOR LEVELS TO BE 100mm ABOVE FINISHED FLOOR LEVEL

REV. I. EXCEPT ROAD RECESSED 200mm TO BE 100mm ABOVE FINISHED FLOOR LEVEL

REV. J. DIMENSIONS REDUCED BY 1/4" (6.35mm) TO FIT ON PLANNING TO SCALE OF 1:100

REV. K. PLANNING COMMENTS: REVISED FLOOR LEVELS TO BE 100mm ABOVE FINISHED FLOOR LEVEL

REV. L. EXCEPT ROAD RECESSED 200mm TO BE 100mm ABOVE FINISHED FLOOR LEVEL

REV. M. DIMENSIONS REDUCED BY 1/4" (6.35mm) TO FIT ON PLANNING TO SCALE OF 1:100

REV. N. PLANNING COMMENTS: REVISED FLOOR LEVELS TO BE 100mm ABOVE FINISHED FLOOR LEVEL

REV. O. EXCEPT ROAD RECESSED 200mm TO BE 100mm ABOVE FINISHED FLOOR LEVEL

REV. P. DIMENSIONS REDUCED BY 1/4" (6.35mm) TO FIT ON PLANNING TO SCALE OF 1:100

REV. Q. PLANNING COMMENTS: REVISED FLOOR LEVELS TO BE 100mm ABOVE FINISHED FLOOR LEVEL

REV. R. EXCEPT ROAD RECESSED 200mm TO BE 100mm ABOVE FINISHED FLOOR LEVEL

REV. S. DIMENSIONS REDUCED BY 1/4" (6.35mm) TO FIT ON PLANNING TO SCALE OF 1:100

REV. T. PLANNING COMMENTS: REVISED FLOOR LEVELS TO BE 100mm ABOVE FINISHED FLOOR LEVEL

REV. U. EXCEPT ROAD RECESSED 200mm TO BE 100mm ABOVE FINISHED FLOOR LEVEL

REV. V. DIMENSIONS REDUCED BY 1/4" (6.35mm) TO FIT ON PLANNING TO SCALE OF 1:100

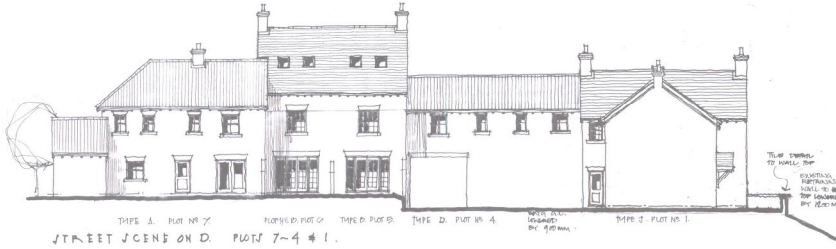
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REV. X. EXCEPT ROAD RECESSED 200mm TO BE 100mm ABOVE FINISHED FLOOR LEVEL

REV. Y. DIMENSIONS REDUCED BY 1/4" (6.35mm) TO FIT ON PLANNING TO SCALE OF 1:100

REV. Z. PLANNING COMMENTS: REVISED FLOOR LEVELS TO BE 100mm ABOVE FINISHED FLOOR LEVEL

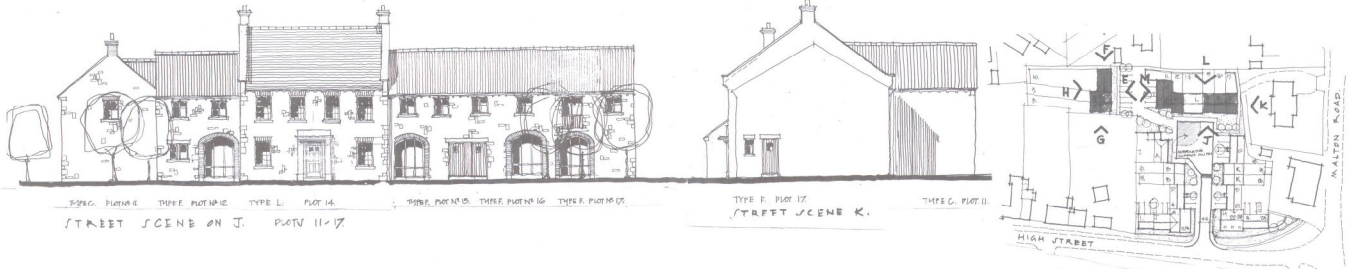
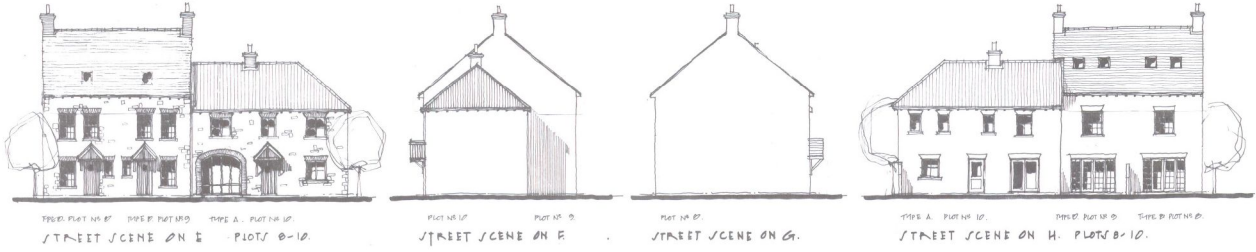
**REVISED**



CLIENT & PROJECT		
VOLTRUCK HIGH STREET, SLINGSBY. RESIDENTIAL DEVELOPMENT		
DRAWING TITLE STREET SCENE / SHEET 1.		
<b>LAWSON MATHERESON PARTNERSHIP</b> ARCHITECTURAL CONSULTANTS 213 FRODO ROAD, WILTON IN WILTON, DURHAM, ENGLAND DL16 9PS TEL: 0191 2813333 FAX: 0191 2813333 Email: gmp@lmp.co.uk		
DRAWN: JPL	REVISIONS:	DRAWING NO:
DATE: JULY 05	A B C D E	05/001/P.05
SCALE: 1:100	BY: JPL	



# HIGH ST, SLINGSBY.

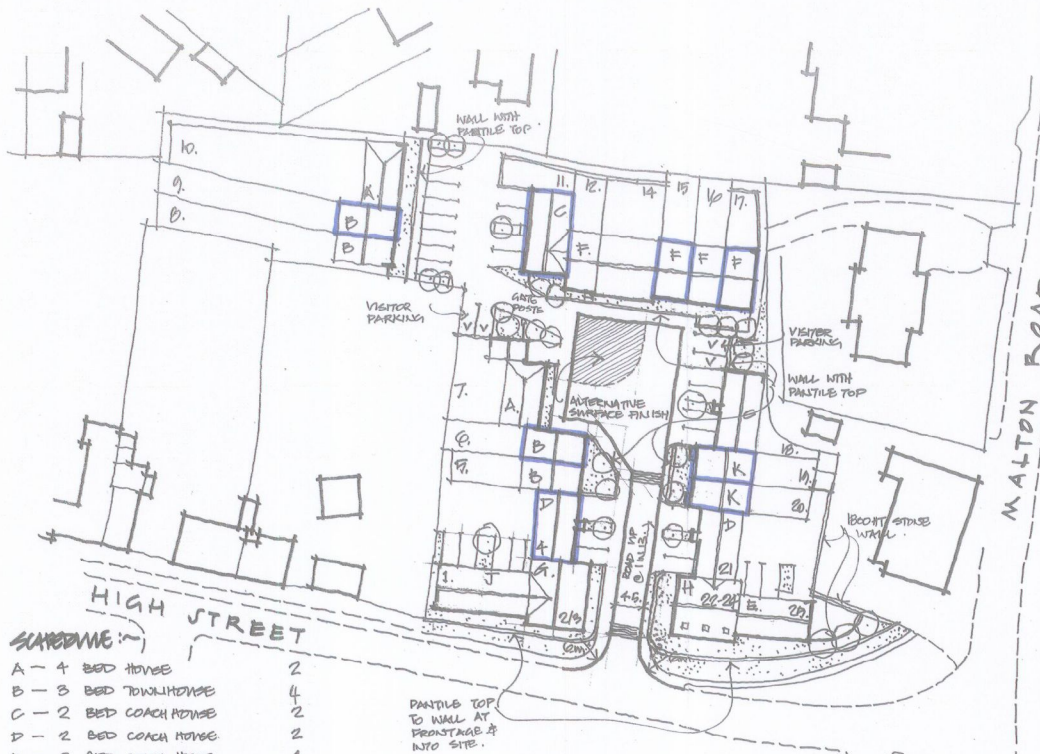


INDICATIVE PLAN: N.T.S.  
REV. E - PLANNING PERMISSIONS FROM 22.05.07 FOR  
REV. D - PLANNING PERMISSIONS FROM 22.05.07 FOR  
REV. C - PLANNING PERMISSIONS FROM 22.05.07 FOR  
REV. B - PLANNING PERMISSIONS FROM 22.05.07 FOR  
REV. A - PLANNING PERMISSIONS FROM 22.05.07 FOR

CLIENT & PROJECT		
VOLTRUCK, HIGH STREET, SLINGSBY, RESIDENTIAL DEVELOPMENT		
DRAWING TITLE: STREET SCENES SHEET 2		
 LAWSON MARDERISON PARTNERSHIP ARCHITECTURAL CONSULTANTS 111 FORTUNE ROAD, WILTON, SLINGSBY CITY OF SLINGSBY, YORKSHIRE Tel: 01534 821200 Fax: 01534 821201 Email: gm@lmpartnership.co.uk		
DRAWN: JPL	REVISIONS:	DRAWING NO:
DATE: JAN 05	A B C	05/06/05
SCALE: 1:100	E P G	

REV. 0 - DATE 08.09.04 BY LAURENCE & PLANNERS ASSOCIATES - JPL - 10.01.04





REVISED PLAN

RYEDAILE DC.  
30 JAN 2008  
DEVELOPMENT CONTROL

**SCHEDULE**

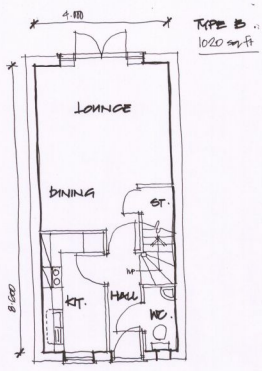
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B - 3 BED TOWNHOUSE	4
C - 2 BED COACH HOUSE	2
D - 2 BED COACH HOUSE	2
E - 2 BED COACH HOUSE	1
F - 3 BED HOUSE	4
G - 3 BED APARTMENTS	2
H - APARTMENTS 1 BED	1
2 BED	2
J - 3 BED COACH HOUSE	1
K - 2 BED HOUSE	2
L - 4 BED HOUSE	1
<b>TOTAL</b>	<b>24</b>

Affordable homes:  
 2 x two bed coach houses  
 2 x two bed houses  
 4 x three bed houses

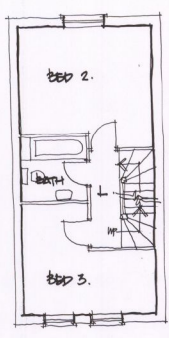
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 REV. D. PLANNERS COMMENTS 23.07.07  
 REV. C. PLANNERS COMMENTS 16.05.07 KB  
 REV. B. PLANNING COMMENTS 22.01.07 KB  
 REV. A. PLANNING COMMENTS 22.05.06 KB

CLIENT: <b>VOLTRUCK.</b>			
PROJECT: <b>HIGH STREET, SLINGBY. RESIDENTIAL DEVELOPMENT.</b>			
DRAWING TITLE: <b>SITE LAYOUT.</b>			
DATE: <b>JULY 05</b>	SCALE: <b>1:500</b>	DRAWN: <b>KB</b>	DESIGN: <b>05/061/P.O.I.</b>
			REV: <b>E.</b>

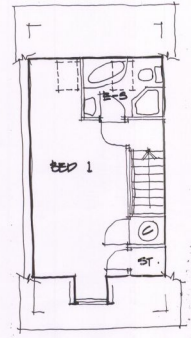
**LMP**  
 ARCHITECTURAL CONSULTANTS  
 213 PRESTON ROAD  
 WHITFIELD, LEICESTERSHIRE  
 LEICESTERSHIRE  
 LE12 6PS  
 TEL: 01533 261818  
 FAX: 01533 261828  
 E-MAIL: group@lmp.co.uk  
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GROUND FLOOR.

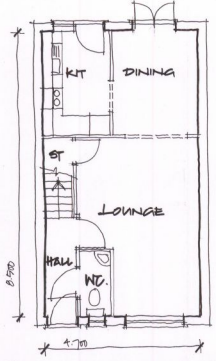


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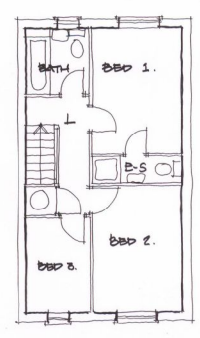


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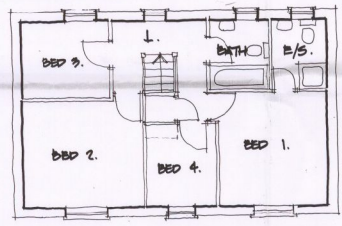
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800 sq. ft. For F & GS 05/06/17.02



GROUND FLOOR.

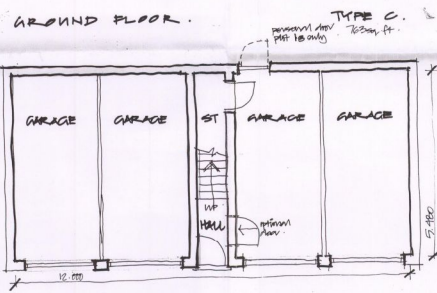


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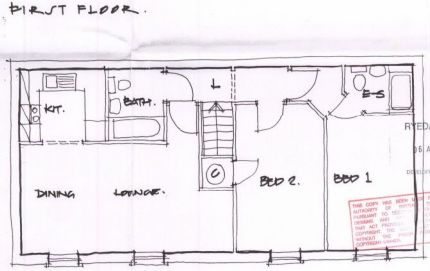
FIRST FLOOR.

TYPE A  
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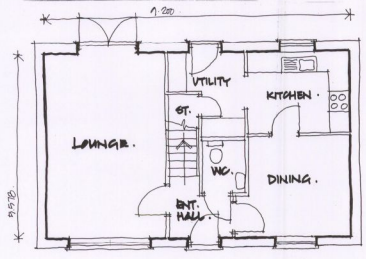


GROUND FLOOR.

TYPE C.  
720 sq. ft.



FIRST FLOOR.



GROUND FLOOR.

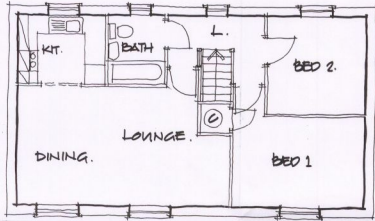
# HIGH ST. SLINGSBY.

REV. A - TYPE A CHANGED  
02.10.17

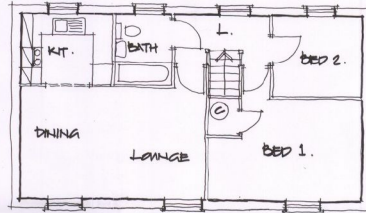
CLIENT & PROJECT		
VOLTRUCK - HIGH STREET SLINGSBY - RESIDENTIAL DEVELOPMENT.		
DRAWING TITLE		
FLOOR PLANS - TYPE A, B, C, F.		
<p><b>REVISED PLAN</b></p> <p>LAWSON MARGERISON PARTNERSHIP ARCHITECTURAL CONSULTANTS 113 Princes Road, Slingsby, Northants Charles Lawson (P16 200) Paul Margerison (P16 200) - Email: paulm@lmpartnership.co.uk</p>		
DRAWN	REVISIONS	DRAWING No.
E.S.		09/09/17 P. 02
DATE	JULY 17	A
SCALE	1:200	

# HIGH ST. SLINGSBY.

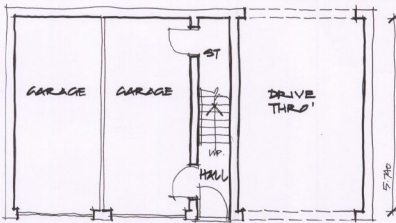
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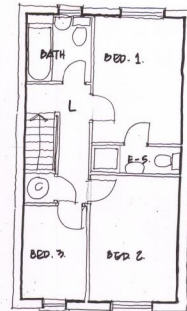
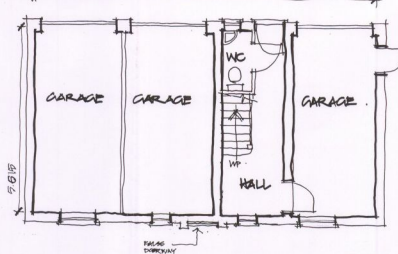
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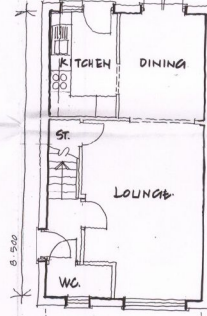
GROUND FLOOR. TYPE D. 710 sq. ft.



GROUND FLOOR. TYPE E. 709 sq. ft.



FIRST FLOOR TYPE F\*



GROUND FLOOR. TYPE F\* 500 SQFT

RYEDALE D.C.  
05 AUG 2007  
DEVELOPMENT CONTROL

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CLIENT & PROJECT  
**VOLTRUCK**  
HIGH STREET SLINGSBY.  
RESIDENTIAL DEVELOPMENT.  
DRAWING TITLE  
FLOOR PLANS - TYPES D & E.

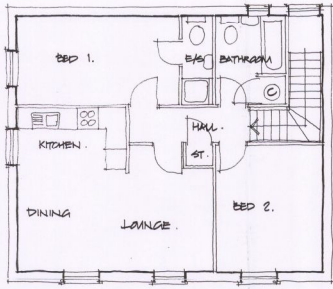
**REVISED PLAN**

LAWSON MARGERISON PARTNERSHIP  
ARCHITECTURAL CONSULTANTS  
213 Princes Road, Whitby & Middlesbrough  
Tel: 0191 851500 Fax: 0191 851524 Email: gm@lmpartnership.co.uk

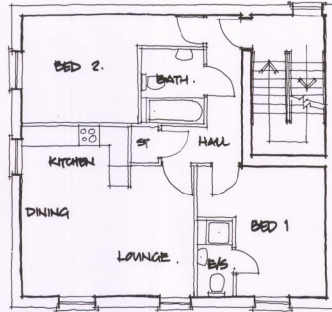
DRAWN	REVISIONS	DRAWING NO.
K.D.		
J.M.K. 09	A B	09/001/P.08
SCALE	1/20	

REV E - TYPE E REVISIONED 14.05.07 RD.  
REV D - TYPE F\* REVISIONED 09.05.07

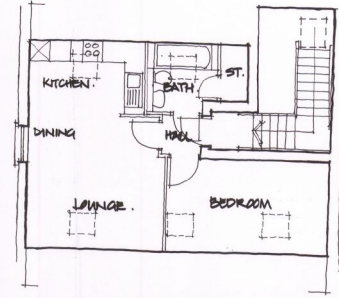




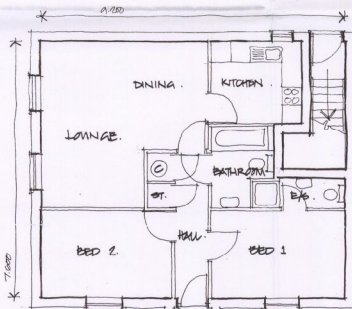
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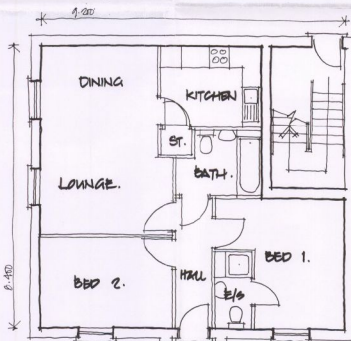
FIRST FLOOR . TOP OF



SECOND FLOOR . 809 sq'



GROUND FLOOR . TYPE G. <sup>GF= 660 sq'</sup> <sup>FF= 750 sq'</sup>



GROUND FLOOR . 725 sq' TYPE H.

# HIGH ST, SLINGSBY

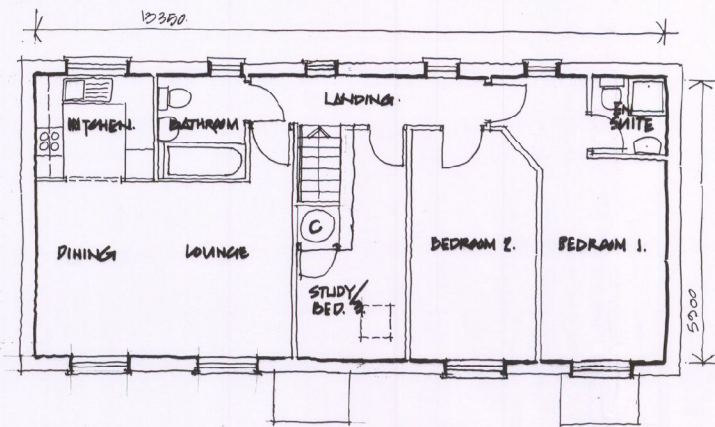
RYEDALE D.C.  
06 AUG 2007  
DEVELOPMENT CONTROL

REV. C - TYPE A REVISED 10/06/07. E.B.  
REV. B - TYPE G MODIFIED TO TYPE H AND REVISED JUL 27/07  
REV. A - TYPE G REDESIGNED TO TYPE H. ADDRESS TO DENIAL 26/09/06. E.B.

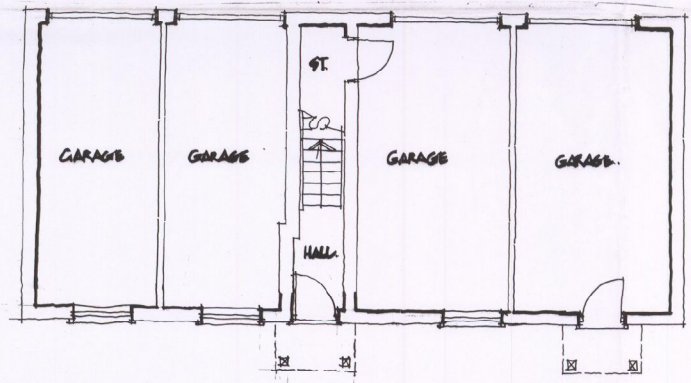
CLIENT & PROJECT  
**VOLTAUR.**  
HIGH STREET SLINGSBY.  
RESIDENTIAL DEVELOPMENT.  
DRAWING TITLE  
FLOOR PLANS - TYPE G & H.

**REVISED PLAN**

LAWSON MARGHERISON PARTNERSHIP ARCHITECTURAL CONSULTANTS 413 FERRIS ROAD, WILTON, SLINGSBY, LEICESTERSHIRE LE12 9PS TEL 01533 381500 FAX 01533 381501 Email: lawsonmargherison@bt.com		
DRAWN	K.B.	REVISIONS
DATE	JUNY 05	A B C
SCALE	1:125	DRAWING NO. 05/04/P.04.



FIRST FLOOR. TYPE J. 2000'



GROUND FLOOR. TYPE J. 2000'

RYEDALE D.C.  
05 AUG 2007  
DEVELOPMENT CONTROL

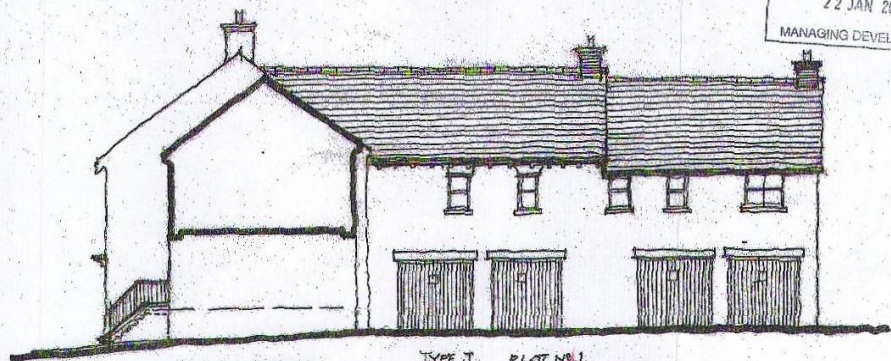
**REVISED PLAN**

REV. B - TO PLANNERS COMMENTS 22-07-07 KB  
REV. A - TO PLANNERS COMMENTS 15-05-07 KB

CLIENT	VOL TRUCK			
PROJECT	HIGH STREET, SLINGBY RESIDENTIAL DEVELOPMENT.			
DRAWING TITLE	FLOOR PLANS - TYPE J.			
DATE	26-01-07	SCALE	1:200 @ A3	
		DRAWN BY	JPL	
		CHECKED BY	P.OB	
		DATE	05/06/07	
		BY	KB	

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RYEDALE DISTRICT COUNCIL  
 PLAN APPROVED  
 22 JAN 2015  
 MANAGING DEVELOPMENT



TYPE D PLOT NO 4  
 TYPE G PLOTS 2 & 3

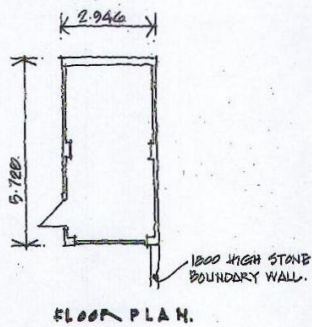
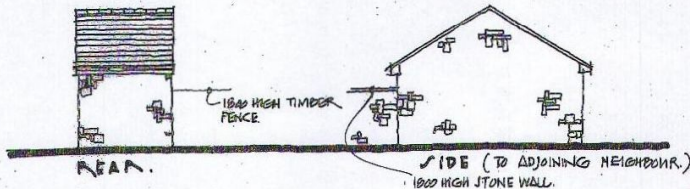
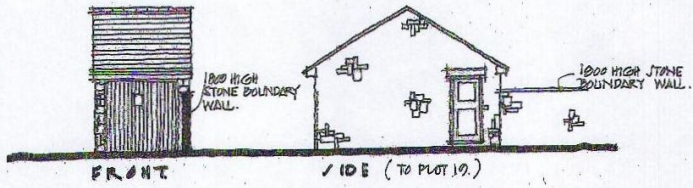
TYPE J PLOT NO 1

RYEDALE D.C.  
 - 3 JUN 2008

**ADDITIONAL PLANS**  
 DEVELOPMENT CONTROL

CLIENT				
PROJECT HIGH STREET, SLINGSBY. RESIDENTIAL DEVELOPMENT.				
DRAWING TITLE SECTION THRO' PLOT 4 LOOKING AT REAR OF PLOT 1.				
DATE 22.05.08	SCALE 1:100 @ A3	DRAWN JPL	DRAWN No. 05/06/08/11	REV
<b>LMP</b> ARCHITECTURAL CONSULTANTS 213 PRESTON ROAD WHITTLE-LE-WOODS CHORLEY LANCASHIRE PR9 7PS TEL: 01257 581555 FAX: 01257 587258 E-MAIL: group@lmp213.com © Copyright Louisa Margaretta Proffitt Ltd.			(M 52253) R	





FLOOR PLAN.

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RYEDALE DISTRICT COUNCIL  
 PLAN APPROVED  
 22 JAN 2015  
 MANAGING DEVELOPMENT

**ADDITIONAL PLANS**

RYEDALE D.C.

- 3 JUN 2008

DEVELOPMENT CONTROL

CLIENT	VOLTAUCK.			 <b>LMP</b> ARCHITECTURAL CONSULTANTS 211 PRESTON ROAD WHITFIELD WOODS CHESHIRE MANCHESTER M20 2JG TEL: 0161 275000 FAX: 0161 275000 www.lmparchitects.co.uk <small>© Copyright LMP Architects Limited 2014</small>
PROJECT	HIGH STREET, SLINGBY. RESIDENTIAL DEVELOPMENT.			
DRAWING TITLE	SINGLE GARAGE DETAILS. (REAR PLOT 19)			
DATE	20.05.08	SCALE	1:100 @ A3	
DRAWN	JPL	CHECKED	06/06/08 SK-12	REV

AH

NO OBJECTION  
CONCERNS ABOUT  
DRAINAGE.

**Karen Hood**

---

**From:** A and C Adnitt  
**Sent:** 19 January 2016 11:19  
**To:** Karen Hood  
**Subject:** Planning Application 15/01323/MFUL

WYEDALE DN1  
19 JAN 2016 09  
COUNCIL OF  
MANAGEMENT 19/1

Morning

Planning Application Ref: 15/01323/MFUL

This application has been discussed by Slingsby Parish Council, and whilst there were no objections on the actual development itself, concerns were expressed on the capacity of the existing waste water & sewage systems in the village to cope with any increase in usage.

The view of the parish council is that suitable capacity enhancement work to the drainage and sewage networks prior to construction taking place should be made a condition of the planning consent if passed.

Regards  
Chris Adnitt  
Clerk to Slingsby Parish Council

**Item Number:** 11  
**Application No:** 15/01502/MFUL  
**Parish:** Weaverthorpe Parish Council  
**Appn. Type:** Full Application Major  
**Applicant:** Mr Steve Bannister  
**Proposal:** Erection of a general purpose agricultural storage building  
**Location:** Spaniel Farm Main Road Weaverthorpe Malton North Yorkshire YO17 8HE

**Registration Date:**  
**8/13 Wk Expiry Date:** 17 March 2016  
**Overall Expiry Date:** 3 February 2016  
**Case Officer:** Alan Hunter **Ext:** Ext 276

## CONSULTATIONS:

<b>Highways North Yorkshire</b>	No objection
<b>Parish Council</b>	No objection
<b>Tree &amp; Landscape Officer</b>	No objection
<b>Archaeology Section</b>	No known archaeological constraint.
<b>Land Use Planning</b>	No comment

## Neighbour responses:

---

## SITE:

The application site comprises a farmstead, which is located between Weaverthorpe and Butterwick on the C356 road. The farmstead is located approximately 700m to the south of the classified road. There are two dwellings and a range of agricultural buildings at the farmstead together with a wind turbine on the eastern side. The surrounding landscape is designated as an Area of High Landscape Value, being the Yorkshire Wolds.

## PROPOSAL:

Planning permission is sought to erect a general-purpose agricultural storage building that will approximately measure 30.5m by 36.6m, with an eaves height of 7m, and be 12.9m to the ridge height. The proposed building will be clad in dark green moduclad Kingspan sheeting under a box profile moduclad Kingspan sheeting in dark green with a galvanised insulated roller shutter and personnel door.

The proposed building will be located immediately to the south of an existing building of a similar scale, design and materials.

## HISTORY:

Planning history on the site includes:

2014: Planning permission granted for the erection of an agricultural potato/grain store.

2011: Planning permission granted for the erection of a 37.18m (overall tip height 53.88m) 330kw wind turbine to generate electricity for on farm use, together with associated access track, crane platform and sub-station.

2008: Planning permission granted for a general purpose agricultural building.

1989: Planning permission granted for the erection of a bungalow at Spaniel Farm.

1982: Planning permission granted for the construction of an extension to existing dwelling to form a kitchen/dinning room with bedroom over.

## **POLICY:**

### National Policy Guidance

National Planning Policy Framework (NPPF)

National Planning Policy Guidance (NPPG)

### Ryedale Plan - Local Plan Strategy

Policy SP9 - Land based rural economy

Policy SP12 - Heritage

Policy SP13 - Landscapes

Policy SP16 - Design

Policy SP19 - Presumption in favour of sustainable development

Policy SP20 - Generic Development Management Issues

## **APPRAISAL:**

The main considerations in relation to this application are:-

- the size, scale and design of the proposed building;
- its impact upon the open countryside;
- highway safety; and
- archaeology.

The proposed building has a floor area of approximately 1,100 square metres. The intended use of the building is for storing potatoes. The agent states that the building has to accommodate a fork-lift truck which has meant the proposed building having an eaves height of 7m and a resultant ridge height of 12.9m. The building is to be located adjacent to existing buildings on an established farmstead. The application site is elevated from the classified road to the north, and there some views of the farmstead at present. There is a new tree plantation immediately to the west of the site and a new beech hedge along the site frontage with the C356. By virtue of the landform and the position of existing buildings, the site of the proposed building is not considered to be readily visible from outside the site. The siting of the proposed building will be in very close proximity to existing buildings, and maintain this existing group of buildings. The building will be marginally higher than an existing building immediately to the north, however in the context of the existing buildings and surrounding landform this is not considered to be an issue. The intention is to excavate the ground to ensure the building is on the same footprint as the building immediately to the north. Given the levels change a condition is recommended regarding the finished floor levels of the proposed building.

The design of the building is typical of a modern agricultural building, comprising enclosed sides under a pitched roof. The metal sheeting proposed to be used on this building is considered to be representative of other modern agricultural buildings in Ryedale. The dark green colour will also ensure that the building will be better integrated into the surrounding landscape and relate to the existing buildings on the site. In view of the site of the proposed building being within close relationship to the existing farm buildings, along with its proposed dark green colouration, the development is considered to be acceptable in this location.

Policy SP13 of the Local Plan Strategy seeks to protect the scenic qualities of the Yorkshire Wolds Area of High Landscape Value. There will be limited views of the proposal from the C356 and some

views from the unclassified public highway to the west, which are the main public vantage points. However, these views of the building will be within the context of an established group of buildings. The landscaping on, and around the site, will also help to screen the impact of this building. The Tree & Landscape Officer has no objection to the proposed development.

The residential properties on the site are in the applicants ownership and this proposal is relatively isolated from any other properties. The proposal is not considered to have a material adverse effect upon the amenity of any residential properties.

The Highway Authority considers the existing enlarged access onto the C356 to be acceptable, and has no objection to the proposal.

The County archaeologist has no objection to the application and no response has been received from the Parish Council.

In view of the above, the recommendation is one of approval subject to the expiry of the consultation period.

**RECOMMENDATION:                      Approval**

1            The development hereby permitted shall be begun on or before .

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

2            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 building 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.

3            Prior to the commencement of the development hereby permitted precise details of any external lighting shall be submitted to and approved in writing by the Local Planning Authority.

Reason:- In order to protect the character of the area and to satisfy Policy SP20 of the Ryedale Plan - Local Plan Strategy.

4            Prior to the commencement of the development precise details of the existing spot ground levels and finished floor levels measured in relation to a fixed datum point shall be submitted to and approved in writing by the Local Planning Authority.

Reason:- In order to ensure a satisfactory external appearance and to reduce the impact upon the surrounding landscape and to satisfy Policies SP13 and SP20 of the Ryedale Plan - Local Plan Strategy.

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

2015/12/1

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

**Background Papers:**

Adopted Ryedale Local Plan 2002

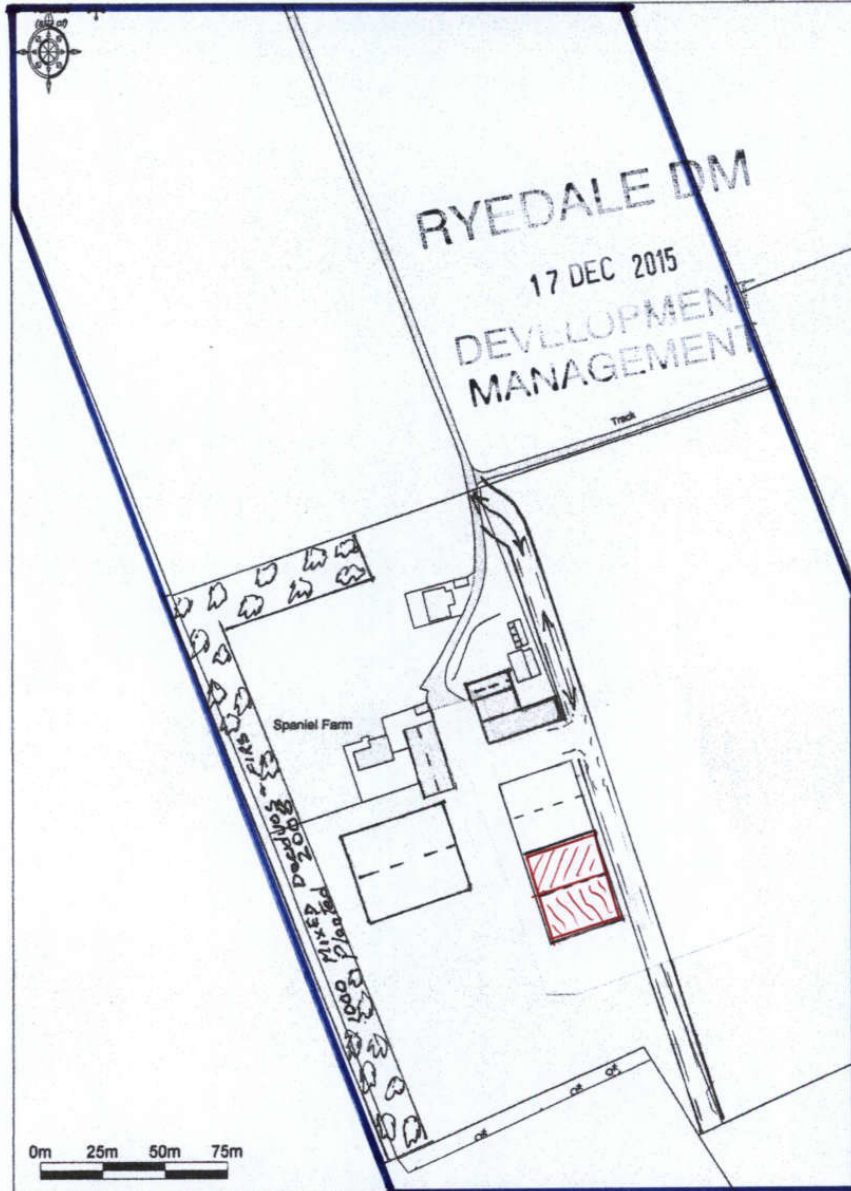
Local Plan Strategy 2013

National Planning Policy Framework

Responses from consultees and interested parties



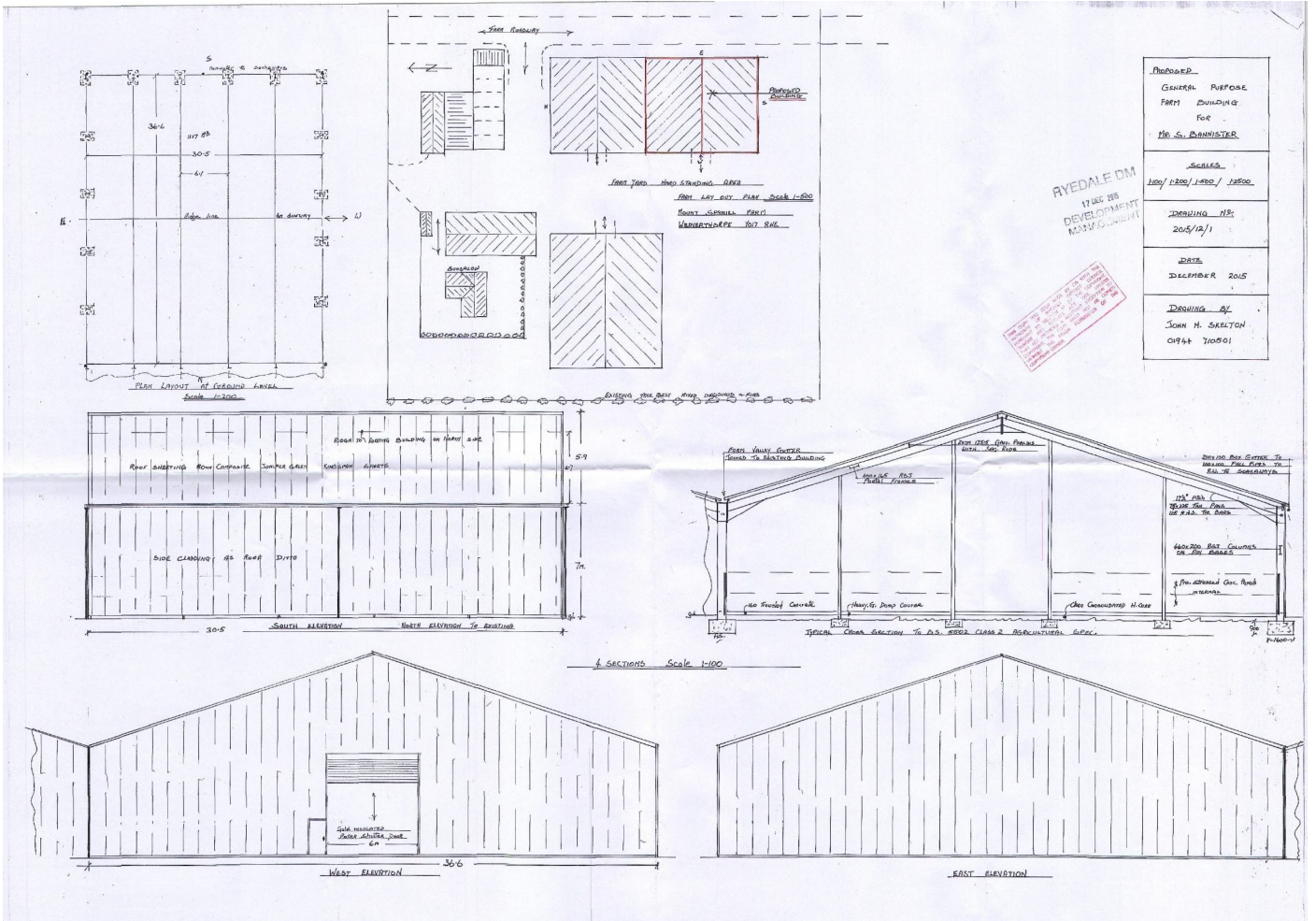
Mount Spaniel Farm  
Weaverthorpe



0m 25m 50m 75m

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RYEDALE DISTRICT COUNCIL  
RYEDALE HOUSE  
MALTON

14-12-2015

DESIGN + ACCESS STATEMENT  
FOR MOUNT SPANIEL FARM  
WEAVERTHORPE  
MALTON  
YO17 8HE.

RYEDALE DM

17 DEC 2015

DEVELOPMENT  
MANAGEMENT

REF. Policy SP9

NEW AGRICULTURAL BUILDINGS

The Bannister Family Farms a very large & ever growing Potato Enterprise with large Bales straw & Grain Storage, which needs to be shedded Potatoes have to be stored for a year in some cases.

Currently stored at 4 different locations which means 'Spaniel Farm' is in close proximity to their main distribution & sorting area.

Potatoes are stored in 1 ton box units & the cubic capacity of current storage is way below what is required, also the height of the proposed building is very important to accommodate the fork lift's used up to 7m high.

Policy SP20

The proposed Building has been designed to fit in with existing units etc. to enable unloading & loading on the existing hard standing area's.

The existing access to 'Mount Spaniel Farm' was widened to accommodate larger vehicles etc. in 2008 from the Butterwick to Weaverthorpe Road.

2 Tree Belts have also been planted one to the West side & one to the North/East side which in time will give good shelter etc.

I feel the above statement covers the relevant Policy's Required as shown

-Yours Faithfully

# Agenda Item 12

**Item Number:** 12  
**Application No:** 15/01236/FUL  
**Parish:** Huttons Ambo Parish Council  
**Appn. Type:** Full Application  
**Applicant:** DH Group (Mr Sean Harrison)  
**Proposal:** Erection of two buildings to form 8no. units for B2 use together with formation of associated parking spaces.  
**Location:** Land At Cherry Farm Close Malton North Yorkshire

**Registration Date:**  
**8/13 Wk Expiry Date:** 5 January 2016  
**Overall Expiry Date:** 4 February 2016  
**Case Officer:** Alan Hunter **Ext:** Ext 276

## CONSULTATIONS:

<b>Highways North Yorkshire</b>	Await amended documents before making a formal recommendation
<b>Parish Council</b>	Object
<b>Archaeology Section</b>	Recommend condition
<b>Highways England</b>	No views received to date
<b>Highways North Yorkshire</b>	Comments made and outstanding issues
<b>Land Use Planning</b>	No objection in principle - comments made
<b>Tree &amp; Landscape Officer</b>	Comments made
<b>Environmental Health Officer</b>	No views received to date
<b>Neighbour responses:</b>	None

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## SITE:

The site is located on the Malton Enterprise Park, to the south of the B1248 approach to Malton. Outline planning permission was granted in December 2010 for B1, B2 and B8 uses. Work has commenced on site and reserved matters has been approved for the first unit on site. This plot is located immediately adjacent to the main site entrance close to the boundary with York Road. The site is located within Flood Zone 1, being the lowest flood risk classification.

## PROPOSAL:

This proposal seeks full planning permission for the erection of two buildings to form 8no. units for Use Class B2 use together with the formation of associated parking spaces.

There are two buildings proposed, one containing 3 units (Units 6, 7 and 8) parallel to York Road measuring 25.6m in length by 15.3m in width and having a mono-pitch roof with an eaves height of 6.8m and a ridge height of 7.5m. A second building containing 5 units (Units 1, 2, 3, 4 and 5) is proposed adjacent to the western boundary and measures 15.2m in width and 45.2m in length, also with a mono-pitch roof measuring 6.8m at eaves height and 7.5m at ridge height.

Unit 1 has a floor area of 179m<sup>2</sup>, Units 2 - 5 an area of 111m<sup>2</sup> and Units 6 - 8 an area of 116m<sup>2</sup>.

It is proposed to construct the buildings of aluminium cladding panels over a blue/grey brick plinth up to 2.4m above finished floor level. In addition on some elevations are proposed to have a close boarded timber cladding system, particularly on the elevations facing York Road. The roof is proposed to be polyester powder coated aluminium trapezoidal roof system.

A new access to this industrial/business park has been created from York Road, and access to both these building is proposed to be served by that existing access. Parking and turning areas are proposed on the inner sides mainly away from York Road.

The agent has submitted the following documents with this application (these were submitted originally with the 2010 approved outline application):

- Archaeological Assessment
- Flood Risk Assessment
- Ecological Assessment
- Tree Survey
- Transport Assessment

In addition, the agent has submitted a Design & Access Statement that seeks to justify the design approach taken in this case.

### **HISTORY:**

13/00595/MREM: Erection of a production unit and associated offices, parking, hardstanding and turning areas and landscaping (Outline approval 10/00150/MOUT refers)

10/00150/MOUT: Outline planning permission for Business (B1); General Industrial (B2) and Storage and Distribution (B8) - Approved 22.10.2010

### **POLICY:**

#### National Policy Guidance

National Planning Policy Framework (NPPF) 2012  
National Planning Policy Guidance (NPPG) 2014

#### Ryedale Local Plan Strategy

Policy SP6 - Delivery and Distributing of Employment Land and Premises

Policy SP9 - Land-Based and Rural Economy

Policy SP13 -Landscapes

Policy SP14 - Biodiversity

Policy SP16 - Design

Policy SP17 - Managing

Policy SP19 - Presumption in favour of sustainable development

Policy SP20 - Generic Development Management Issues

### **APPRAISAL:**

The main considerations in relation to this application are:

- The principle of B2 development;
- Access/parking;
- Design approach;
- Landscaping;
- Impact upon the amenity of nearby properties;
- Landscape impact;
- Archaeology; and
- Drainage.

The principle of development has been accepted on this site through the grant of the original planning permission in 2010. Whilst the site is located outside of any identified development limit in the adopted Ryedale Local Plan, Members considered there was a demonstrable need to provide an additional supply of employment land to meet existing and future needs. This site was identified as a priority site in two separate employment land studies carried out in 2006 by Knight Frank and updated in 2010 by Entec. Policy SP6 of the Local Plan Strategy also seeks to focus 80% of new industrial/business development in Malton/Norton and indicates between 29-36 hectares of land is required to accommodate this growth. SP6 also supports in provision new B2 uses.

#### Access/Parking

The approach to accessing this site was established by the earlier Outline planning permission. Conditions relating to the detail of the road and access construction have already been discharged on that Outline application. NYCC Highways initially requested details regarding disabled parking, provision of secure cycle storage, and a footpath measuring 2m in width on the internal access road.

At the time of writing this report, the Highway Authority are still concerned regarding the lack of on-site secure cycle storage areas; the lack of any shared parking bays; concerns in respect of future maintenance of the access; and implementation of the Travel Plan. The agent's response is awaited and Members will be updated at the meeting.

A developer contribution was required towards the Brambling Fields scheme arising from the requirements of the outline planning permission. However, this application is not a 'Major' application, and consistent with the approach by the Local Planning Authority on other non-Major applications no contribution has been requested. The contribution required under the terms of the Outline application remain.

#### Design Approach/Landscaping

This is set out in the Design & Access Statement document. Members will note that this buildings will be visible from all sides. In general terms, the quality of the units is considered to be a 'step up' from the quality of the units which have previously been delivered on the York Road estate. This is also coupled with structure landscaping on the western boundary. The Tree and Landscape Officer recommends a condition regarding protection measures for this structural planting on the western boundary and for some additional planting within the hedge on York Road.

The previous approval was for a single modern building on this site. This proposal is for 8 smaller B2 units. The design of the units remains modern, and it is considered to have a reasonable interface with all four sides of the site. A condition is recommended regarding the boundary treatment on the York Road frontage between Units 5 and 6, and it is considered that this should be a robust quality and solid boundary to relate to the buildings and to an extent screen the parking and inner areas of these units. Amendments have been negotiated with the developer in order to ensure the design and appearance of the building form an appropriate transition from a 'rural' to 'urban' environment.

The site is visible from higher land to the south and also from the adjacent Area of Outstanding Natural Beauty. The materials chosen are considered to represent a quality environment on the gateway to Malton. The timber cladding and landscaping is considered provide a transition from the open countryside to the west and the street of a more urban environment. The design and materials chosen also relate well to the existing JMP building also on the site.

#### Archaeology

In the light of the low archaeological potential of this site, a watching brief is recommended during ground disturbing works with a suitable scheme of recording undertaken.



### Residential amenity impacts

There are no adjoining residential properties and the site has already been approved planning permission for a B2 food production factory. The Environmental Health Officer has not objected to the application and it is not considered that the proposal is likely to have an adverse effect upon the residential amenity of nearby properties.

### Drainage

The scheme has been amended to take account of a Yorkshire Water main between the site and York Road running parallel to York Road. Yorkshire Water has confirmed that they have no objection to this application as revised. Foul water is proposed to be drained to the mains, and surface water is proposed to be drained to a combination of the mains sewer, a sustainable drainage system and a soakaway.

### Parish Council comments

The site is located within the Parish of Huttons Ambo. Huttons Ambo have objected to the visual impact of the proposed development. They stated:

*'For this reason the Council considers that the site would be better occupied by a single structure, preferably of some architectural merit, which would serve to mark the progress from rural to urban. The proposed development of "Eight Business Starter Units" would not meet this objective and would weaken the transition. Furthermore the change in speed limit from 60 to 40 mph would be more likely to be recognised, and observed, with a visually clear change from an agricultural to a built environment.'*

Following their concerns a meeting was held to discuss possible amendments to the application which resulted in revised plans being submitted and re-consulted upon. It is also understood that the applicant attended the Parish Council meeting to explain in detail their proposals. The revised plans have attempted to soften the transition from rural to urban. Timber cladding and the provision of windows at ground floor level on the elevation facing York Road are considered to help to make this transition. In addition visuals have been provided that aim to justify the visual appearance of the proposed buildings within the context of the existing environment, to help understand their impact. It is noted that there is a substantial belt of structural landscaping on the western boundary, and the Tree and Landscape Officer recommends supplemental planting on the road frontage. In addition, the applicant has said, there is a strong demand for these 8 smaller units, which will provide significant benefits to the local economy. The Parish Council has been consulted but no views have been received to date, hence this application has to be determined by the Planning Committee. Although it is understood that the revised plans have met the concerns of the Parish Council, Members will be updated at the meeting of any views received.

It is considered that the revised plans have satisfactorily addressed the Parish Council's concerns, and the provision of these 8 units is considered to be a great benefit to the local economy.

Conditions were imposed on the previous Outline approval across the 'wider' site in relation to a travel pattern and sustainable transport methods. Officers are currently considering whether it is reasonable to impose them to this smaller application for 8 units. The view of North Yorkshire County Council - Highways will be reported to Members at the meeting.

In view of the above, the recommendation is one of approval subject to resolution of the outstanding highway issues.

**RECOMMENDATION:**

**Approval subject to resolution of the outstanding Highway Authority issues.**

1 The development hereby permitted shall be begun on or before .

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

2 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 building 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.

3 Before the commencement of the development hereby permitted, or such longer period as may be agreed in writing with the Local Planning Authority, full details of the materials and design of all means of enclosure shall be submitted to and approved in writing by the Local Planning Authority. Thereafter these shall be erected prior to the occupation of any dwelling to which they relate.

Reason:- To ensure that the development does not prejudice the enjoyment by the neighbouring occupiers of their properties or the appearance of the locality, as required by PPS1- Delivery Sustainable Development.

4 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 ENV7 of the Ryedale Local Plan

5 Prior to the commencement of the development hereby approved, precise details of the protection measures during construction for the structural planting on the western boundary shall be submitted to and approved in writing by the Local Planning Authority.

Reason:- In order to protect this planting in the interests of visual amenity and to satisfy Policy SP20 of the Ryedale Plan - Local Plan Strategy.

6 Any conditions as recommended by the Highways Authority.

7 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:- This condition is imposed in accordance with Section 12 of the NPPF as the site is of archaeological interest.

8 Prior to the commencement of the development hereby approved, precise details of any external lighting shall be submitted to and approved in writing by the Local Planning Authority.

Reason:- In order to protect the character and appearance of the area from unacceptable light pollution and to satisfy Policy SP20 of the Ryedale Plan - Local Plan Strategy.

9 Prior to the commencement of the development, precise details of surface water drainage shall be submitted to and approved in writing by the Local Planning Authority.

Reason:- In order to ensure that the site can be satisfactorily drained, and to satisfy Policy SP17 of the Ryedale Plan - Local Plan Strategy.

10 Prior to the commencement of the development hereby approved, precise details of ecological and biodiversity enhancements pursuant to the submitted Ecological Assessment dated August 2010 by Marishal Thompson Group shall be submitted to and approved in writing by the Local Planning Authority.

Reason:- In order to ensure that the development complies with Policy SP14 of the Ryedale Plan - Local Plan Strategy.

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

(90)01 Rev B;  
(04)01 Rev C;  
(04)03;  
(04)02 Rev B.

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

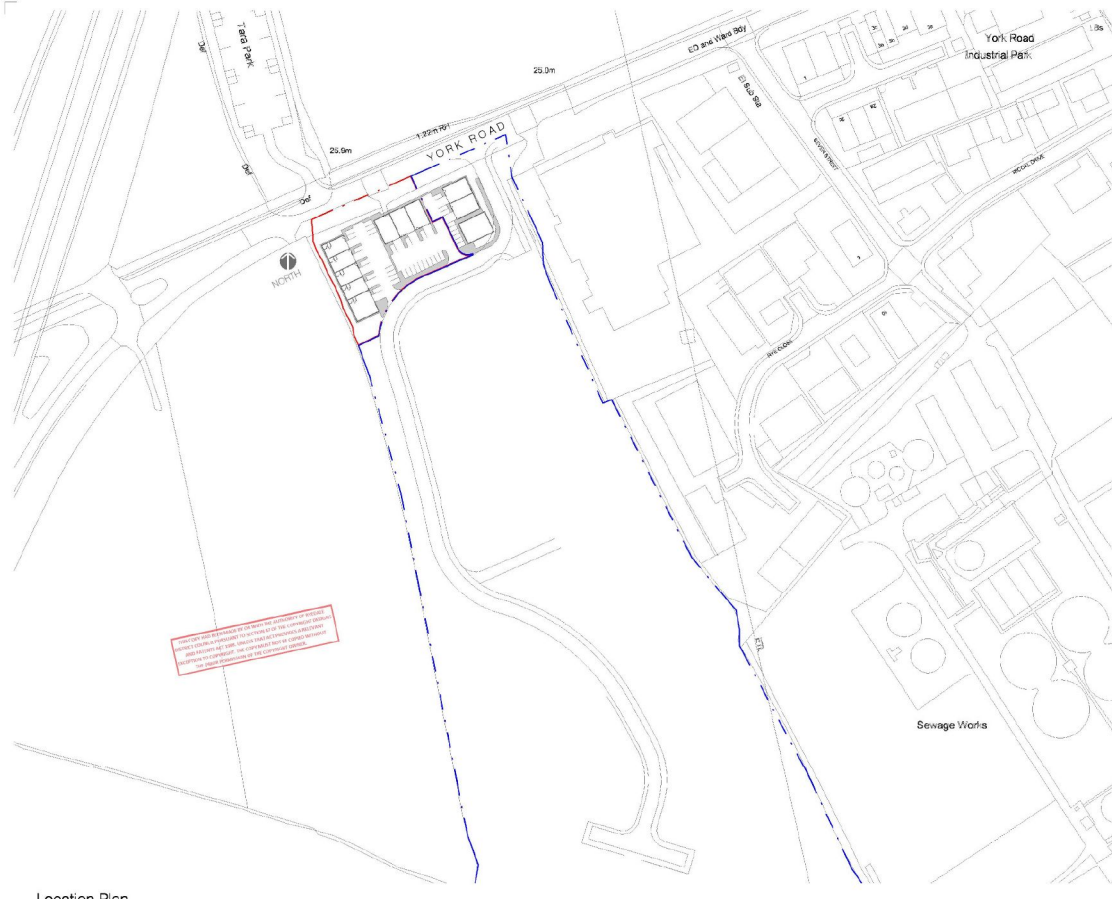
**INFORMATIVES:**

- 1 In regard to Condition 03, the boundary details should address the boundary between Units 5 and 6. This should be a robust fence of at least 2m in height and befitting the design and appearance of the buildings.
- 2 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).

**Background Papers:**

Adopted Ryedale Local Plan 2002  
Local Plan Strategy 2013  
National Planning Policy Framework  
Responses from consultees and interested parties

- LONDON
- LEEDS
- CARDIFF
- NEWCASTLE
- BRISTOL
- GLASGOW
- ABERYSTWYTH
- NEWTOWN
- SPALFORD
- MANCHESTER
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THIS PLAN IS NOT VALID FOR THE PURPOSES OF ANY OTHER APPLICATIONS. IT IS THE RESPONSIBILITY OF THE APPLICANT TO CHECK THE CURRENT STATUS OF THE SITE AND THE SURROUNDING AREA. THE APPLICANT IS ADVISED THAT THE INFORMATION CONTAINED HEREIN IS FOR INFORMATION ONLY AND DOES NOT CONSTITUTE A GUARANTEE OF ACCURACY. THE APPLICANT IS ADVISED THAT THE INFORMATION CONTAINED HEREIN IS FOR INFORMATION ONLY AND DOES NOT CONSTITUTE A GUARANTEE OF ACCURACY.

Rev Date Description By CLK

**PLANNING**

**darnton**  
ARCHITECTURE

**LEEDS**  
The Coach House, 100 Park Road, Leeds LS2 3SU  
Tel: 0113 275 8222 www.darnton.co.uk

Site: **Clay Farm, Malins**

Project: **Location Plan**

1:1250 @ A2

DATE	BY	REVISION
10/21/15	SLB	JH

**DATE VALID 10/11/15**

Location Plan  
1:1250

**REVISED PLAN**



Site Plan as Proposed  
1:200

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0 5 10 20  
m  
DATE: 21/01/16

Rev	Date	Description	By	CHK
1	21/01/16	Initial Issue		
2	21/01/16	Revised Plan		

**PLANNING**

**darntonB3**  
ARCHITECTS

LEEDS  
New South Street, 2nd Floor, Leeds LS1 3JQ, UK  
T: 0113 275 0000 www.darntonb3.com

Client: Chay Park, Malton  
Project: Malton Proposed Phase 1b Works

Scale: 1:200

Drawn: [Name]  
Checked: [Name]  
Date: 21/01/16

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- BRIGHTON
- GLASGOW
- ABERDEEN
- NEWPORT
- CARDIFF
- MANCHESTER
- LONDON



**NOTE & INFO:**

1. The architect shall be responsible for obtaining the necessary planning permission for the proposed development.
2. The architect shall be responsible for obtaining the necessary building regulations approval for the proposed development.
3. The architect shall be responsible for obtaining the necessary fire safety approval for the proposed development.
4. The architect shall be responsible for obtaining the necessary health and safety approval for the proposed development.

Approved for the proposed development with all relevant Building Regulations and Fire Safety Approvals. All dimensions and levels are to be checked on site prior to starting. Do not scale from BIM drawing. This drawing is the property of the architect.

Change Record List

No.	Date	Name	Revised
A	11-01-13	DOB	CYCLES STORE ADDED TO EAST ELEVATION



North Elevation



East Elevation

**REVISED PLAN**

RYEDALE DM  
15 JUL 2013  
DEVELOPMENT  
MANAGEMENT



David Chapman Associates

architects  
1 Millbrook Road, Malton, North Yorkshire  
YO10 2BB  
Tel: 01904 830000  
Fax: 01904 830001  
Email: david@dcarchitects.com

The PROPOSED ELEVATIONS - SHEET 1 of 2

Client: THE GINGER PIG LTD

Project: PROPOSED NEW PRODUCTION UNIT AT MALTON ENTERPRISE PARK YORK ROAD MALTON

Date	14/01/13	Drawn	CC	Checked	By
Scale	1:100 @ A1	Drawn by	13:22:08	Checked by	A

**Notes:**

1. The client has provided the ground conditions as a guide only. It is the responsibility of the contractor to verify the ground conditions before construction.
2. The client has provided the ground conditions as a guide only. It is the responsibility of the contractor to verify the ground conditions before construction.
3. The client has provided the ground conditions as a guide only. It is the responsibility of the contractor to verify the ground conditions before construction.

Approved in accordance with current Building Regulations and Building Control Part F. Drawings to be prepared by the contractor. All dimensions and levels are to be checked on site before building. Do not scale from this drawing. This drawing is the property of the architect.

Revising Number List

No.	Date	By	Reason
1			



South Elevation



West Elevation

RYEDALE DM  
 13 JUN 2013  
 DEVELOPMENT  
 MANAGEMENT  
 W/S 5/15/13/01



**David Chapman Associates**  
 architects  
 4 Middlemore Business Park  
 Middlemore Lane, Malton  
 York YO10 2BQ  
 Tel: 01904 709041  
 Fax: 01904 709042  
 Email: david@dcachapman.com

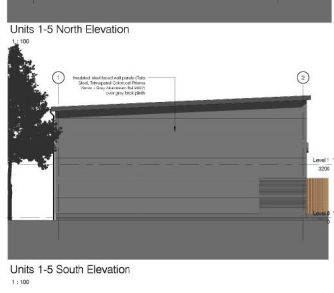
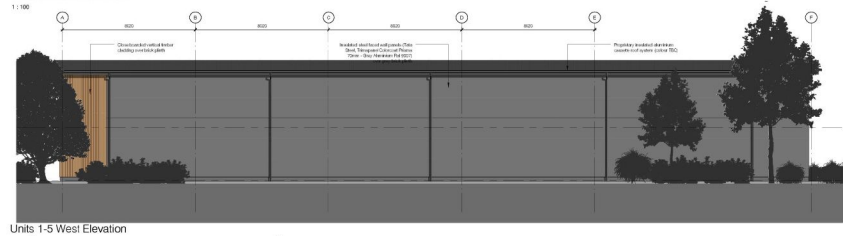
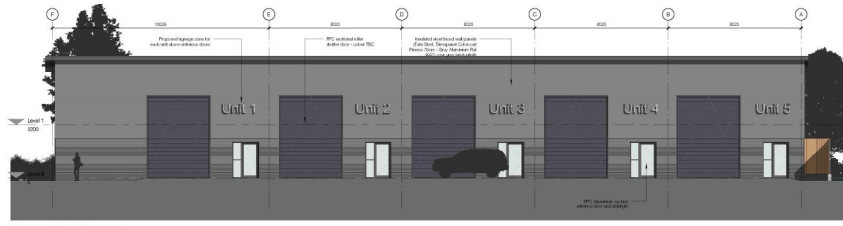
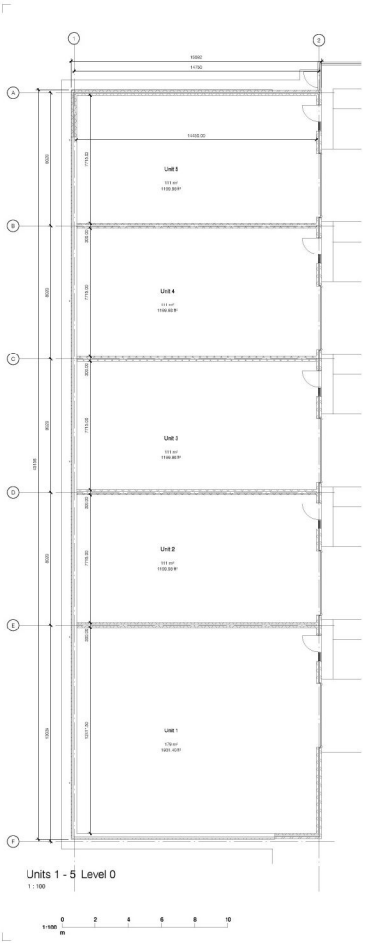
PROPOSED ELEVATIONS - SHEET 2 of 2

Client: THE GINGER PHO LTD

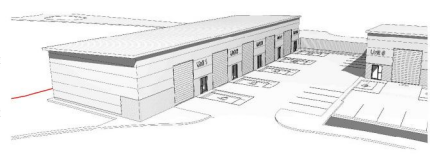
Date: 14/09/13

Scale: 1:100 @ A1

Time: 13:22:09



**REVISED PLAN**



REVISIONS

No.	Description	By	Date
1	Initial design	DA	15/01/15
2	Revised design	DA	15/01/15
3	Final design	DA	15/01/15

**PLANNING**

**dantont**  
ARCHITECTS

LEEDS  
New South Road, Leeds, LS2 9JL  
Tel: 0113 275 0000  
www.dantont.co.uk

Client: **Cherry Farm, Malton**

Project: **Units 1-5 in 1000sqm**

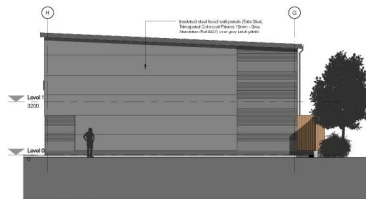
Scale: 1:100

DATE: 21/01/15

- LONDON
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- NEWCASTLE
- BRISTOL
- GLASGOW
- ASTORIA/THI
- NEWTON
- BRISTOL
- MANCHESTER
- LONDON/PORT



Units 6 - 8 South Elevation  
1:100



Units 6 - 8 East Elevation  
1:100

REVISIONS

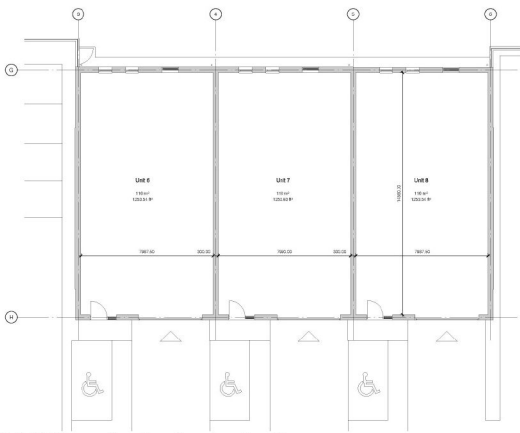


Units 6 - 8 North Elevation  
1:100



Units 6 - 8 West Elevation  
1:100

REVISED PLAN



Units 6 - 9 Level 0  
1:100



1	Unit 6 - 8	Planning	1/16/16
2	Unit 6 - 8	Planning	1/16/16

**PLANNING**

**darnton**  
ARCHITECTURE

LEEDS

Your South Yorkshire City of Excellence  
Tel: 0113 275 0000 www.darnton.co.uk

Client		Mr. & Mrs. [Name]	
Address		[Address]	
Date		[Date]	
Project		Unit 6 - 8 - Proposed	
Scale		1:100	
Author		[Name]	
Check		[Name]	
Date		1/16/16	

- LONDON
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- ABERDEEN
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- MANCHESTER
- LONDON



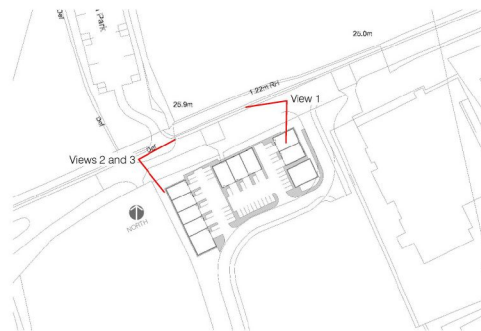
View 1 (low level)



View 2 (high level)



View 3 (low level)



Rev	Date	Description	By	CHK

**darntonB3**  
ARCHITECTS

LEEDS  
New South Street, 2nd Floor, Leeds LS1 3NU, UK  
T: 0113 275 0000 | www.darntonb3.com

Client	
Project	
Location	
Scale	
Date	

**DATE**  
21/07/15

**ADDITIONAL PLAN**



Application for Full Planning Consent for  
The Erection of Eight Business Starter Units – Use Class B1 and B2  
Malton Enterprise Park, York Road, Malton

Design and Access Statement

darnton<sup>B3</sup>  
ARCHITECTURE

The Coach House, Monk Fyaton Hall, Monk Fyaton, Leeds, LS25 5GU  
September 2015

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## Contents

Section 1	Introduction	2
Section 2	The Client's Brief	3
Section 3	Assessment	4
Section 4	Policies and Design Guidance	8
Section 5	Design	9

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## Introduction

This Design and Access Statement has been prepared in support of a full planning application for the development of eight business starter units for office/ light industrial use along with associated parking, servicing and hard standing at the former Cherry Farm, York Road, Malton, use classes B1 and B2.

This statement is submitted in accordance with the Town and Country Planning Act 1990.

Every effort has been made to ensure that the advice given is accurate as far as can be reasonably ascertained at this time. All proposals shown are subject to Local Authority approvals including the approval and agreement of all statutory authorities and undertakers for all supplies, way leaves and diversions etc.

The purpose of this statement is to communicate to the Local Planning Authority and other interested parties the process that has led to the development proposals and the design principles in a structured manner within the local physical, economic and social context. This statement will also serve to demonstrate an integrated approach that will deliver inclusive design, and address a full range of access requirements throughout the design process.

The proposed scheme involves the development of land to the North of the site previously approved for development under Outline Application Major ref: 10/00150/MOUT for a mixed use development incorporating Business (B1), General Industrial (B2) and Storage and Distribution (B8). The site is designated for employment use in the Malton and Norton Strategic Development Plan (site 21).

This proposal is designed so as to offer a high quality frontage to York Street using a palette of materials in keeping with the local vernacular.

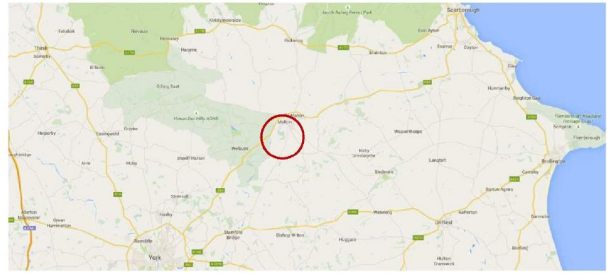
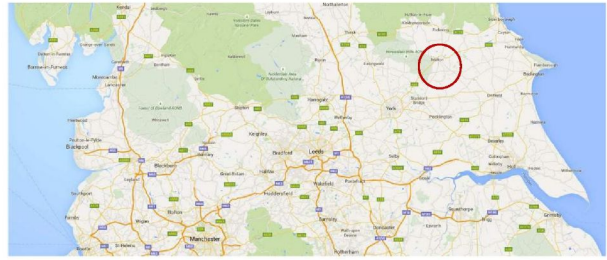
## Client's Brief

Our client, D. Harrison Building Contracts, Ltd., has instructed that the site should be developed to a high standard in keeping with the aspirations of the local council for the development of this site.

Their aim is to provide a number of starter units for office/ light industrial use to encourage new growth on this key gateway to the town centre. The size of the units is within the guidance listed in "The Rydale Plan – Local Plan Strategy", Section 5 – Economy, which suggests that there is a need for units from 500 to 5,000 sqft. As such units 1 - 5 are designed as 1,100 sqft GIFA with an option for a full mezzanine, Units 6 – 8 are designed as 1,200 sqft, again with an option to include a full mezzanine.

In addition to the functional requirements, the proposal must also respond to the specific site conditions including; its physical context, the surrounding character, constraints and opportunities and neighbour's privacy and amenity are equally to be respected. The link through to the existing farm land must be maintained.

The site is to be further developed with three additional units which are to be covered under a separate application.



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## Assessment – Physical Context

### Site location

Malton is a market town and civil parish located to the North-West of the City of York. The town is the location for the offices of Ryedale District Council.

Located immediately south of the A64, the town occupies a strategic location on the primary traffic route between York and the popular east coast destination of Scarborough. The town is also served by a rail link between York and Scarborough, both of which are accessible in around 25 minutes. The site is also served by a bus link to the town centre which runs every 30 minutes. The setting of the proposal provides an excellent location for new businesses to establish and grow. The provision of suitably sized, affordable accommodation for new companies is key to the strategy of developing and enhancing links with the York City economy and the growth of Malton and Norton.

Malton is the local area's commercial and retail centre, as such an opportunity for new accommodation to address the need for new business space within the town has been recognised by the District Council within the Local Plan Strategy.

The site was previously approved for development under Outline Application Major ref: 10/00150/MOUT for a mixed use development incorporating Business (B1), General Industrial (B2) and Storage and Distribution (B8) this application has now lapsed. However, the principles granted in the approval still remain true.

The site itself is located to the South of the B1248 York Road, with open countryside to both the Southern and Western boundaries and the York Road Industrial Estate to the East. At present the underpinnings of the original masterplan for the whole site have been undertaken. The access road through the site has been formed and much of the ancillary services are in place.

## Assessment – Physical Context

### Materials

The immediate context of B1248 offers a very diverse palette of materials ranging from natural stone to powder coated aluminium cladding panels. Buildings closer to the town centre are, in general, constructed from more traditional materials whereas those closer to the A64 are more contemporary and use more diverse materials

There are a number of large industrial units lining the road (close to the A64 junction) for which the proposed scheme is intended to form a visual cushion. The large Propack unit to the immediate East of the proposed site is one such unit.

This stretch of York Road hosts a number of modern dealerships which tend to be predominantly glass fronted with powder coated/ painted aluminium cladding panels sat on brick plinths. A number of the dealerships do use other materials such as white render and dark brickwork.

There are a number of existing business starter units of a similar scale to those proposed in this application. A variety of materials have been used in their construction, though the predominant choice seems to be a light grey micro-rib cassette cladding system sat on a buff brick plinth. A number of older units use a vertical cladding system with a deep profile which gives a more industrial appearance.



Use of traditional materials on approach to Malton



Propack manufacturing plant to East of proposed site



Car dealerships along York Road



Use of industrial scale materials



## Assessment – Physical Context

### Boundaries

The site boundaries are varied but are clearly defined. The Eastern and Southern boundaries are edged by the site access road leading to the premises of JM Packaging. The Northern boundary is edged by an established hedgerow backing on to York Road while the Western boundary is lined by a strip of semi-mature buffer of soft-landscaping, something which is to be retained as part of this application.

### Topography

The site is generally flat with a slight natural slope from a peak at the North-West corner to a low-point in the South-East. The soft landscape buffer is set on a bund of earth which is approximately 1.2m high at its peak.

The site sits slightly lower than the level of York Road to the North, the maximum difference between the level of the site and the adjacent road being in the order of one metre.

### Existing Services

Running across the site is a live overhead power line which will need to be diverted underground or repositioned.



View to proposed site from South – soft landscape buffer to right



Western boundary of site, semi-established soft landscaping.

## Assessment

### Site Analysis



Sun path



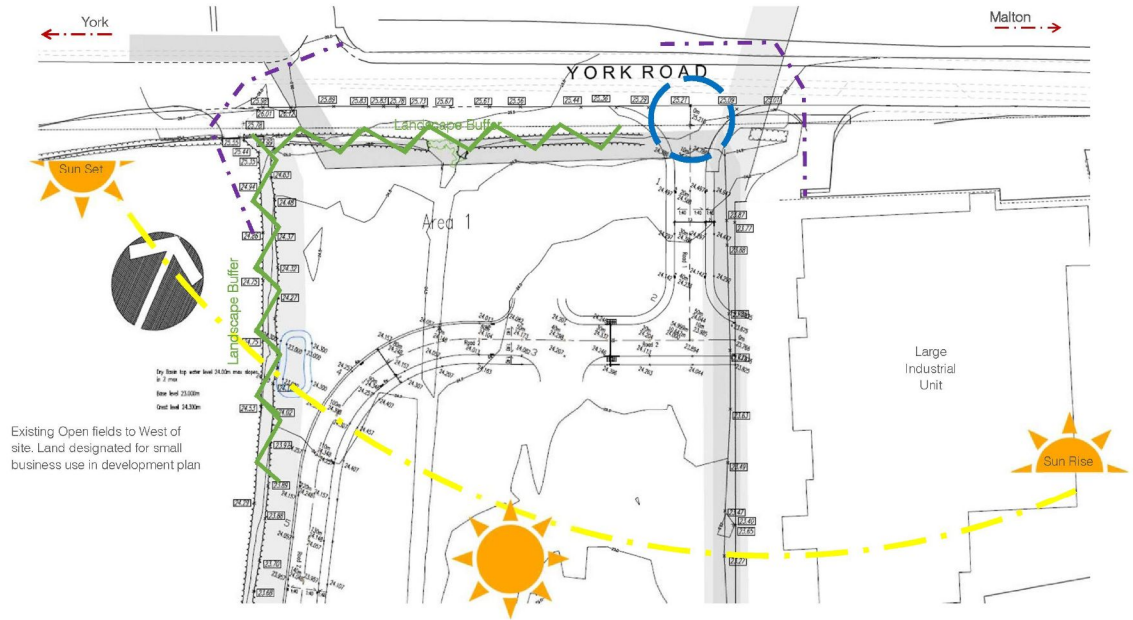
Main vehicular access



Existing views onto the site



Existing landscaped buffer



Existing Open fields to West of site. Land designated for small business use in development plan

---

## Policies & Design Guidance Context

In preparing design proposals for this site, due account has been taken of the following design guidance:

- NPPF National Planning Policy Framework
- "By Design" Urban design in the planning system - CABE
- Design Statements How to read and write them – CABE
- Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice – Second Edition – BRE Press 2011

In accordance with NPPF the design takes the opportunities available for improving the character and quality of an area and the way it functions. Particular attention has been paid to ensuring that the development will function well and adds to the overall character and quality of the area in which it is located, not just in the short term but for its whole lifetime. The scheme responds to its local context and will help to reinforce local distinctiveness and be visually attractive as a result of its architecture and appropriate landscaping.

"By Design", sets out to promote and guide higher standards of urban design. The first objective of urban design is defined as character – a place with its own identity. By Design outlines six requirements of development to deliver this objective which are considered to be particularly appropriate to these proposals.

- Consider the sites land form and character.
- Integrate new development into its landscaping setting.
- Respond to the existing layout of buildings, streets and spaces.
- Responding to local building forms and local patterns of development in the details layout and design helps to reinforce a sense of place.
- Consider the use of local materials.
- Consider the scale, massing and height of proposed development in relation to that of adjoining buildings; the topography; the general pattern of heights in the area; and views, and landmarks.

---

## Design

### Access

The site is accessed directly from the busy B1248 York Road, an arterial route linking Malton with the A64 to the west. A number of busses use the route providing direct access from Malton, York and Leeds. There is also good access from the local rail station which has direct links to both Scarborough and York.

The site lies in a good position to be serviced by car as well as public transport. The parking standards for Malton require B1 units to have 1 space per 40m<sup>2</sup> of gross floor space, B2 units to have provision for 1 service vehicle for every 500m<sup>2</sup> and 1 space per 75m<sup>2</sup> of gross floor space. As such a 100m<sup>2</sup> B2 unit required 1 service space and two car parking spaces, a 150m<sup>2</sup> unit requires the same. Each unit on the site has a service space, and a minimum of two dedicated parking spaces. One of which is adjacent to the entrance door of the unit to assist with non-ambulant access. There is also additional parking on the site should the units adopt a mezzanine floor at a later date.

Given the close proximity to the residential areas of the town there is a good chance that the site will be accessed by cyclists. Adequate provision for this should be made on the site. External cycle security should be provided for any B1 use.

## Design

### Appearance

The location of the site is a key driver in the design of the proposal. A contemporary aesthetic will work well given the abundance of car dealerships using glass, aluminium cladding, timber, dark bricks and render lining this portion of York Road. However, it is felt that the scheme should use a palette of materials which gives a softer frontage to York Road than the very sharp retail units. A mix of timber, masonry, and a rain-screen cladding system with punched windows will offer a blend between traditional materials and those used on adjacent sites.

This development should be seen as a first vision of Malton when approaching from the busy A64. As such it needs to be of a quality to respect its location.

### Scale

The scale of the development is in keeping with the Local Plan Strategy for the site which suggests that units of 500 to 5,000 sq.ft. would be seen as appropriate. It is foreseen that units with around 1,200 sq ft of gross floor area are required in the local area. Each of the units has adequate service provision and ample parking. The parking standards for Malton require B1 units to have 1 space per 40m<sup>2</sup> of gross floor space, B2 units to have provision for 1 service vehicle for every 500m<sup>2</sup> and 1 space per 75m<sup>2</sup> of gross floor space. As such a 100m<sup>2</sup> B2 unit required 1 service space, and a minimum of two car parking spaces, a 150m<sup>2</sup> unit requires the same. Each unit on the site has a service space, and a minimum of two dedicated parking spaces. One of which is adjacent to the entrance door of the unit to assist with non-ambulant access.

### Boundary Treatment

Units 1 to 5 are to have a secure perimeter with gated access, whereas units 6 to 8 are to be left open to the adjacent sites using the established hedgerow to the north to offer a buffer to the York Road.

### Drainage

The site will operate a Sustainable Urban Drainage solution for the discharge of excessive surface water. Rainwater runoff will discharge into the system instead of flowing directly into the sewer system; water will then flow at a controlled rate into the existing system. The storage tanks/ basin will be sized to suit the surface area of the site and agreed maximum rainfall requirements.



Units 1-5 East Elevation



Units 6-8 South Elevation



Units 6-8 North Elevation (York Road)

---

## Design

### Summary

The proposed development site is set to the West of York Road Industrial Estate on a site which has been cited as acceptable for future business use in the Ryedale District Council development plan (site 21). The design for the proposed site has developed from an initial brief provided by the client in consultation with the district planning authority.

The development of the site will provide much needed small business units to attract new companies to the region. Whether the units are used for B1 or B2 use the elevation to York Road will give the appearance of a series of small office with punched windows at first floor/mezzanine level and a full height window running from ground floor up to first floor – something not seen on the similar small industrial units within the area.

On-site parking for each of the proposed units is provided as well as a number of additional spaces for visitor and customer use.

Paved areas will allow links within the site and connect to existing footpaths outside the development.

The road network, railway station and bus routes provide a link to the wider community whilst offering accessibility to other areas and to the centre of Malton.

With regard to the design and appearance of the proposed development it is intended to provide a soft buffer to the edge of the town when approaching from the A64 junction to the West of Malton before seeing the established, larger industrial units and car showrooms which line the beginning of the approach road into the town.

The use of appropriate materials to the road-side elevations of the proposal helps to soften the vision of the area against the use of large scale cladding panels used on the road-side of the existing industrial units. The scale and massing of the proposal is purposefully designed to step down from the much larger industrial units to the East of the proposed site.



---

**Subject:** FW: OBJECT - STAT 15/01236/FUL - LAND AT CHERRY FARM CLOSE, MALTON

---

**From:** [parishclerk@huttonsambo.com](mailto:parishclerk@huttonsambo.com)  
**Sent:** 10 December 2015 23:04  
**To:** Development Management  
**Subject:** RE: APPLICATION 15/01236/FUL - LAND AT CHERRY FARM

Dear Ms Waters

The site for the proposed development is visually important as it has the road frontage on the approach to Malton from the A64. As such it marks the transition from rural Ryedale and the Howardian Hills AONB into the conurbation of Malton and Norton. This distinction is important to the residents of Huttons Ambo.

For this reason the Council considers that the site would be better occupied by a single structure, preferably of some architectural merit, which would serve to mark the progress from rural to urban. The proposed development of "Eight Business Starter Units" would not meet this objective and would weaken the transition. Furthermore the change in speed limit from 60 to 40 mph would be more likely to be recognised, and observed, with a visually clear change from an agricultural to a built environment.

The Parish Council therefore objects to this proposal.

Regards,

Jem Charles  
Clerk to Huttons Ambo Parish Council

# Agenda Item 13

**Item Number:** 13  
**Application No:** 15/01339/FUL  
**Parish:** Hovingham Parish Council  
**Appn. Type:** Full Application  
**Applicant:** The Hovingham Estate Mr Rupert Drury  
**Proposal:** Erection of 1no. 3 bedroom dwelling, 1no. 4 bedroom dwelling and conversion of existing studio building to form 1 no. 2 bedroom dwelling and detached garage together with formation of access road and associated parking.  
**Location:** Land West Of Pasture Lane Hovingham

**Registration Date:**  
**8/13 Wk Expiry Date:** 15 January 2016  
**Overall Expiry Date:** 14 February 2016  
**Case Officer:** Rachel Smith **Ext:** 323

## CONSULTATIONS:

<b>Building Conservation Officer</b>	No objection
<b>Countryside Officer</b>	Conditions to be added
<b>Howardian Hills AONB JC</b>	No observations to make.
<b>Archaeology Section</b>	A scheme of archaeological mitigation recording is undertaken and conditions to be attached
<b>Highways North Yorkshire</b>	Request amended documents before making a formal recommendation
<b>Parish Council</b>	Concerns made regarding traffic and parking

**Neighbour responses:** Mr Graham Mason, Mr David R Davis, Ms Wendy Dawson, Miss Heidi Sircus, Mr Jason Dainty, Mrs Catherine Dainty, K And A Killelay, Ms Linda Horton-Fawkes, Philip Thomas Pentney, Mr Richard and Mrs Johanna Senior, Mr Andrew Royle, Mr Robert Finch, Mr Geoffrey Smith, Mr Frank Colenso, Mr Giles Naish, R Shaw,

---

## SITE:

The proposal site is formed from a series of land blocks owned by the Hovingham Estate, incorporating land to the rear of buildings and gardens fronting Main Street on the Eastern Side of the Village. To the east and south and east of the application site lies the recent Pasture Lane housing development.

The site is located within the Hovingham Conservation Area and the Howardian Hills Area of Outstanding Natural Beauty (AONB.) It also falls within the 'saved' Development Limits for Hovingham.

A public right of way runs to the south of the application site, from Main Street past The Malt Shovel eastwards towards Slingsby. Wicket Gate Cottage and Sunnyside Cottage which abut the north-western boundary of the site are grade II listed.

## **PROPOSAL:**

Permission is sought for the erection of 1no. 3 bedroom dwelling, 1no. 4 bedroom dwelling, and conversion and extension of an existing studio building to form 1 no. 2 bedroom dwelling and detached garage together with formation of access road and associated parking.

**Plot 1** will incorporate the reuse, refurbishment and extension of an existing single storey studio building, constructed of stone with a timber roof structure, covered with clay pantiles. This building has been used in the past as a physiotherapy clinic and most recently for the storage of gardening equipment, accessed directly from the main road.

A structural survey was undertaken by an external consultant in November 2013, which noted that the building is in a "fairly sound and serviceable condition and appears to have had a reasonable level of structural maintenance carried out." The report continued to note the roof line, ridge bedding and verge pointing look to be in an acceptable condition, with some signs of historical settlement and movement noted in the walls. It was highlighted that the lintel on the front elevation shows deflection and decay. It was also noted that the roof covering of the store has substantial holes and gaps, with some decay of structure likely.

The redeveloped property at Plot 1 will have an approximate footprint of c.78.72m<sup>2</sup>, with the main area of the house measuring 11.2m in length and 5.3m in width, with a maximum ridge height of 5.5m and a height to eaves of 3.5m. The projection to the western elevation measures 4.5x4.8m with a maximum ridge height of 4m and a height to eaves of 2.5m. The new elements of the dwelling will be constructed using stone walls, natural clay pantiles, with painted timber windows. A detached garage, is proposed for construction c.7m to the south west of the dwelling, and will provide two sheltered parking spaces, with a maximum ridge height of 4.8m and a height to eaves of 2.1m and there is further space for at least three vehicles to park on the driveway.

The proposed 3 bedroom property at Plot 2 will be constructed using stone walls, natural clay pantiles, with painted timber windows. It will have an approximate footprint of c.93.58m<sup>2</sup> and the main area of the house measuring 13.4m in length and 5.1m in width, with a maximum ridge height of 6.5m and a height to eaves of 4.3m. Two projections to the northern elevation are proposed, the larger central projection measuring 4.2 x 4.7m with a maximum ridge height of 4.3m and a height to eaves of 2.6m. The smaller northern projection measures 2.5m x 2.2m, with a maximum ridge height of 3.7m and a height to eaves of 2.5m. the property has 2 parking spaces within its curtilage.

The proposed 4 bedroom property at Plot 3 will have an approximate footprint of c.104.61<sup>2</sup> and will also be constructed using stone walls, natural clay pantiles, with painted timber windows . It will have an The main area of the house measuring 13.5m in length and 5.4m in width, with a maximum ridge height of 6.9m and a height to eaves of 4.3m. Two projections to the northern elevation are proposed, the larger north eastern projection measuring 5.7 x 4.4m with a maximum ridge height of 4.3m and a height to eaves of 2.6m. The smaller northern projection measures 3m x 2.3m, with a maximum ridge height of 4.3m and a height to eaves of 2.6m. Three parking spaces will be provided for this dwelling. There is one visitor space provided.

## **HISTORY:**

The following applications are relevant to the current proposal:

14/00730/FUL: Erection of 2no. semi-detached and 1no. detached 4 bedroom dwellings following demolition of existing building together with formation of vehicular access. (Withdrawn)

15/00850/FUL: Erection of 2no. 3 bedroom dwellings and conversion of existing studio building to form 1 no. 3 bedroom dwelling together with access road and associated parking (Withdrawn)

## **POLICY:**

### Ryedale Plan - Local Plan Strategy

SP1: General Location of Development and Settlement Hierarchy  
(Hovingham is identified as a Service Village and a tertiary focus for growth.)  
SP2: Delivery and Distribution of New Housing (Infill Development)  
SP3 : Affordable Housing  
SP10: Physical Infrastructure  
SP11: Community Facilities and Services  
SP12: Heritage  
SP13: Landscape  
SP14: Biodiversity  
SP16: Design  
SP20: Generic Development Management Issues  
SP22: Planning Obligations, Developer Contributions and the Community Infrastructure Levy.

### National Planning Policy Framework

National Planning Policy Guidance

## **APPRAISAL:**

The material considerations are:

- Principle of development
- Heritage and design considerations
- Impact on AONB
- Ecology
- Landscaping
- Access
- Neighbour Impact
- Representations

### **Principle of development**

Planning Law requires that development should be determined in accordance with the Development Plan, unless material considerations indicate otherwise. The site is located in the saved development limits for Hovingham. Policy SP2 of the Ryedale Local Plan supports infill residential development in service villages, which is defined as "a small gap site in an otherwise built up frontage". It is also supportive of the conversion of buildings with the development limits. The application site is in a backland location between existing houses on Main Street, and more recent development on Pasture Lane. Development has been approved in such locations elsewhere in the district where the applicant has been able to demonstrate that the development respects the character of the area. A recent example of this is at Mount Farm in Westow. It is therefore considered that the principle is dependent on a character assessment of the site and the extent to which the proposal respects that character.

### **Heritage and Design Considerations**

The application proposes the erection of 1no. 3 bedroom dwelling (referred to as Plot 2), 1no. 4 bedroom dwelling (referred to as Plot 3) and the conversion and extension of existing studio building and store to form 1 no. 2 bedroom dwelling (referred to as Plot 1) and detached garage together with formation of a short private access road and associated parking for each property, The three dwellings will be located behind Main Street, incorporating land to the rear of buildings and gardens fronting Main Street on the eastern side of the Village. Access will be provided through a new entrance formed at the end of the cul-de-sac on Pasture Lane. The land appears to be vacant at present, and is not subdivided.

Each of the three dwellings incorporates an individual design, which is detailed above. The proposed materials are traditional stone, clay pantiles and painted timber framed windows, which are consistent with adjacent buildings on Pasture Lane and Main Street.

The original application for this site 14/00730/FUL proposed the demolition of the former clinic building. The Council's Building Conservation Officer commented in relation to this former application that "*No assessment or justification for the demolition of this structure has been provided and indeed the structural survey provided with the proposal state that the building is in a reasonably satisfactory condition.*"

The Design and Access Statement also states that:

*The design of the dwellings is influenced by the nature of the site and existing building on it. The site is backland between the established properties fronting Main Street and the new properties recently completed on Pasture Lane. The three proposed dwellings punctuate the landscape in the same way traditional farm buildings or barns may have done. The existing building is to be refurbished, altered and extended to form one detached dwelling. The other two properties are new builds, but again designed to look and feel like traditional Yorkshire farm buildings which have been converted.*

*The storey heights are single or one and a half storey to help the transition between old and new as mentioned above. The dwellings are all modest in scale and detached which helps to maintain the views through the site from Main Street however obscure these might be.*

During consideration of the application, the case officer and the Council's Building Conservation Officer visited the site, and walked around the possible view points for the development assessing the potential impact upon the character of this part of Hovingham. They concurred with the comments in the submitted Design and Access Statement regarding the design of the properties, and their relationship with surrounding properties. This is in particular in relation to the impact of the development on the setting of the adjacent listed buildings and the character of Hovingham Conservation Area.

Accordingly, the formal comments of the Council's Building Conservation Officer are:

*My previous consultation response under 14/00730/FUL sets out the character of the conservation area and the historic assets identified as being affected by this proposal. In my opinion the alterations to the design which references traditional outbuildings/barns better reflects the location within the conservation area. The retention of the existing building on site and the retention of the remnant circular brick structure is welcomed. This overcomes my previous objections to design and demolition related issues. The contextual information contained in the revised Design and Access Statement also place the development in the wider context of the village not only in spatial and design terms but within the wider Hovingham estate in terms of management and investment . The repair and investment in other properties in the village which contribute to the historic character of the area is welcomed and seen as a public benefit. In my opinion this development will result in a degree of harm which is minor and, less than substantial harm to the setting of the identified listed buildings and the character of the conservation area. Taken in conjunction with the wider management of the estate and the investment in village properties, I will not object to this application.*

Accordingly it is considered that the development is appropriate in relation to its historic context, by retaining an existing outbuilding and picking up on the traditional smaller scale of rear outbuildings that can be seen in Hovingham. This is in contrast to the larger scale of most dwellings fronting both Main Street and the more recent dwellings on Pasture Lane. In view of this character assessment, it is considered that the development accords with the principles of policy SP12 of the Ryedale Plan-Local Plan Strategy, and Section 12 of the NPPF. Furthermore it accords with the spatial strategy in the Ryedale Plan - Local Plan Strategy .

North Yorkshire County Council's Archaeology had no objection to the proposal.

### **Impact of development on the Howardian Hills Area of Outstanding Natural Beauty (AONB)**

The development is situated in a location, where the proposed housing will be seen in the context of other development in the area. Indeed, given the relatively low ridge height of the dwellings, most views will be limited to glimpses between the roofs of existing dwellings, and occasionally between houses from Main Street. As such, it is not considered that the development will have a significant adverse impact on the natural Beauty of the Area of Outstanding Natural Beauty. The AONB Manager has not objected to the development.

### **Ecology**

An Ecological Assessment in the form of a Bat, Breeding Bird and Barn Owl Survey was undertaken on the clinic building and submitted by the applicant in June 2014. This report detailed results of analysis undertaken in November 2013 and June 2014, noting that there was no evidence of roosting bats in the existing buildings. However, as there was a pipistrelle roost located nearby and there was potential for transient roosting. To mitigate any potential harm on wildlife, a method statement was drawn up to be followed during development works. It was additionally noted that the building did not provide a suitable habitat for barn owls, and that proposed works should be scheduled in summertime to avoid disturbance to breeding birds. Ryedale District Council's Countryside Officer noted that he was satisfied with the report and recommended a condition to ensure all works were carried out in accordance with this method statement.

### **Landscaping**

The application will result in the loss of a mature tree on the eastern boundary of the site. The Council's Tree and Landscape officer has recommended that replacement landscaping is provided. It is considered that a tree that will enable its canopy to be visible outside the site will improve the appearance of the dwelling.

### **Access and Parking**

Access to the housing is via the existing cul-de-sac from the recent development on Pasture Lane. Three parking spaces, together with a double garage will be provided for Plot 1, two parking spaces for plot 2 and three spaces for plot three together with one visitor space. This is in accordance with the updated North Yorkshire County Council parking standards.

The initial response from North Yorkshire Highways required a revision to the submitted red line to take it down to the first phase of the Pasture Lane development, which is the adopted highway. This is because no Section 38 agreement with the Highway Authority has been secured for the most recent development on Pasture Lane. A further parking space for plot three was also required to accord with updated standards. Both these issues have been addressed by the applicant, and the final recommendation of the Highway Authority is awaited.

It is noted that a significant number of objections have been received by neighbouring occupiers on Pasture Lane and also the Parish council in relation to the problems of parking on the existing development. This site was approved when national guidance recommended limited parking spaces on housing developments with a view to reducing the reliance on car travel. This guidance has since changed, and the proposed development accords with current higher standards. It is not considered that the proposed housing can be expected to provide additional spaces to address a perceived shortfall elsewhere. It is noted that reference has been made to cars parking within the end of the cul-de-sac in front of the terrace of three dwellings. However parking is provided for these dwellings in a car park to their north. Development cannot be refused on the basis that residents on an adjacent site do not park in designated spaces.

The final surfacing of the access to the most recent houses on Pasture Lane is being investigated by officers, independently to this application.



## **Neighbour Impact**

### **Plot 1**

The property at Plot 1 is located c.27m from Sampson Cottage to the west, 13.8m from the three terraced properties to the east and 9.2m from the property to the south. It is considered that the design of the proposed property at Plot 1 on the southern elevation will ensure the neighbouring dwelling to the south will not suffer from the potential for loss of privacy or overlooking. There are no windows proposed on the two story gable wall. Additionally, Plots 1 and 2 are separated by a distance of 5m, with parking associated with plot 2 between the properties. The northern elevation of Plot 1 has no fenestration promoting privacy for future occupiers of both properties. The eastern elevation of plot 1 has one first floor window, however it is considered that the distance from existing dwellings on the Pasture Lane development is sufficient that there will not be a significant adverse impact on their existing amenities.

### **Plot 2**

This dwelling will be located 14m from the 3 terraced houses to the east and 17.5m from Sunnyside Cottage to the west.

Additionally, Plots 2 and 3 are separated by a distance of 5.9m at the closest point. The northern elevation of Plot 2 has incorporated modest fenestration detailing, with smaller windows on the northern projections, and only rooflights on the first floor. It is considered that this will ensure acceptable privacy for future occupiers of both properties. One bedroom window will be provided on the eastern elevation at first floor level, but will be 13m from the boundary of the dwellings on Pasture Lane, and not directly aligned with any dwelling. There will be one gable window at first floor level. However again it will not be directly aligned with any neighbouring dwellings.

### **Plot 3**

This proposed development will be located 20.6m from Wicket Gate Cottage to the West and 18m from the flats to the east. The owner of Wicket Gate Cottage has objected to the development on the basis that it will result in the loss of their garden and part of an outbuilding. Clarification of the ownership of this dwelling, and its domestic curtilage has been sought from the applicant.

It is considered that all the distances between the proposed dwellings and those existing accord with accepted standards. The relatively low ridge height of the dwellings, and the spaces between them, will also reduce potential impact.

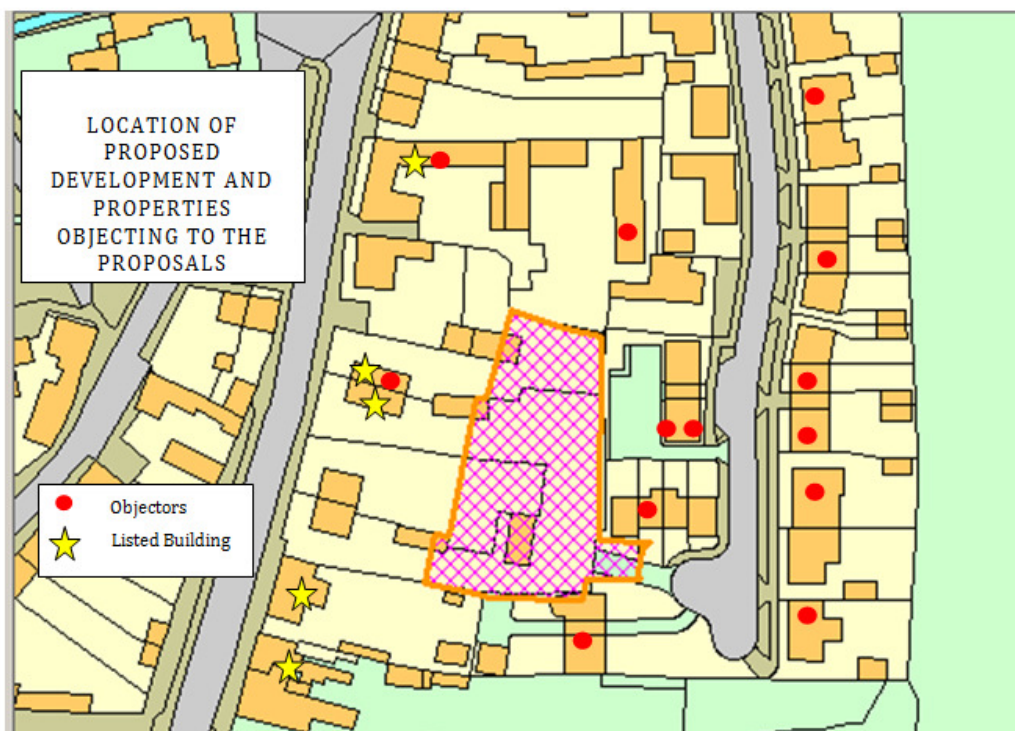
### **Representations Received:**

The Parish Council highlighted concerns regarding parking and congestion on a letter dated 14th December 2015. "The inadequate parking arrangements of the "New Pasture Lane" development have meant existing residents have occupied any spare road space, including the planned entrance to this development, which already had very restricted access resulting in traffic congestion." The Parish additionally highlighted the issue of incomplete road and pavement surfacing.

Following a review of revised plans, the Parish Council submitted a second response on the 25th January 2016. This again highlights "the inadequate parking arrangements of the "New Pasture Lane" development have meant existing residents have occupied any spare road space, including the planned entrance to this development, which already had very restricted access resulting in traffic congestion."

In addition 18 letters of objection have been received. The map identifies the location of those responding to the neighbour consultation and notice. The letters are available to view in full on the Council's public website, however they include the following points.

- The application would impact upon the current usage of the cul-de-sac by existing residents for additional parking, as it would form the proposed site access, exacerbating current parking issues. If parking in this area continued following completion of the proposed development, there could be an impact on public safety.
- Increase in Traffic Congestion/Parking needs
- Council refuse collection vehicles currently have difficulty in accessing the southern end of Pasture Lane.
- Use of an infill plot, setting a precedent for further infill plots in the village.
- A preference for two properties, rather than three.
- Parking and drains not surfaced, will this set a precedent for other developments.
- Potential for construction traffic and noise.
- The village currently has no backland development.
- Outside the development limits.
- Congestions, problems for emergency services.
- The proposed development would impact privacy and sunlight.
- impact on bats and birds.
- The impact of modern development on rural outlook
- The small scale of the plot
- Would it be possible to provide additional parking for existing Pasture Lane residents.
- Housing considered to be out of scale and out of character with the village.
- Plans reduce existing garden space.
- Removal of mature trees



It is considered that the main points raised by the Parish Council and other contributors have been addressed in the report above.

### Other matters

Policy requires that all residential development will be expected to contribute towards public open space. This equates to approximately £2,518 per dwelling. Such a contribution will be delivered via a Section 106 agreement, until the implementation of the Community Infrastructure Levy on March 1<sup>st</sup> 2016. The development also triggers a requirement for affordable housing contributions on the basis of 9% of the market value of the houses.

## Summary

It is considered that the development accords with the spatial strategy of the Ryedale Plan - Local Plan Strategy. It is further considered that the design of the development respects the character of the area and will not harm the significance of the setting of the nearby listed buildings. The Conservation Officer has not objected to the development, and it is considered that it will preserve the character of Hovingham Conservation Area. It is not considered that objections raised would result in a recommendation of refusal.

Accordingly, the recommendation is one of approval, subject to:

- No objections being received from North Yorkshire Highways.
- Confirmation regarding the domestic curtilage to Wicket Gate Cottage and
- Section 106 with respect to public Open Space and affordable housing contributions

## **RECOMMENDATION:                      Approval**

1            The development hereby permitted shall be begun on or before .

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

2            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 dwellings hereby approved 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 SP16 and SP20 of the Ryedale Plan - Local Plan Strategy

3            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 dwellings hereby approved. 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 SP16 and SP20 of the Ryedale Plan - Local Plan Strategy.

4            Prior to the commencement of the development hereby permitted, details of all windows, doors, garage doors and roof lights, 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 SP 16 and SP12 of the Ryedale Plan - Local Plan Strategy.

5            Unless otherwise agreed in writing, the rainwater goods on the rise and fall brackets 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.

6            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 dSP16. of the Ryedale Plan - Local Plan Strategy.

- 7 Notwithstanding the provisions of Schedule 2, Part 1 of the Town & Country Planning (General Permitted Development) Order 2015 (or any Order revoking, re-enacting or amending that Order) development of the following classes shall not be undertaken 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

Class G: The erection or provision within the curtilage of a dwellinghouse of a container for the storage of oil for domestic heating

Class H: Installation, alteration or replacement of a satellite antenna on a dwellinghouse or within its curtilage.

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

- 8 Prior to the commencement of the development hereby permitted, or such longer period as may be agreed in writing with the Local Planning Authority, full details of the materials and design of all means of enclosure shall be submitted to and approved in writing by the Local Planning Authority. Thereafter these shall be erected prior to the occupation of any dwelling to which they relate.

Reason: To ensure that the development does not prejudice the enjoyment by the neighbouring occupiers of their properties or the appearance of the locality, as required by Policy SP20 of the Ryedale Plan - Local Plan Strategy.

- 9 Prior to the commencement of the development, details of proposed planting to provide additional screening to the development, and supplement existing landscape features, shall be submitted to the Local Planning Authority for approval in writing. The submitted scheme shall consist of locally native species only, and specified in a planting schedule providing details of species, planting sizes and numbers of each species. The approved scheme shall be implemented within the first available planting season (Nov - March ) following completion of the development. In the event of any plant material dieing , or become seriously diseased or damaged within a 5 year period following planting, it shall be replaced with similar species to a specification that shall be first agreed in writing with the Local Planning Authority unless the Local Planning authority give written consent to any variation.

Reason: To ensure that the development is properly integrated into its rural and to protect the amenities of neighbouring occupiers, in accordance with Policies SP13 and SP20 of the Ryedale Plan - Local Plan Strategy.

- 10 Unless otherwise agreed in writing by the Local Planning Authority and prior to the commencement of any works on site, a method statement for the repair and protection of the circular brick structure on the site, shall be submitted to, and approved in writing by the Local Planning. Thereafter the work shall be carried out in accordance with the approved works.

Reason: The brick structure contributes to the significance of Hovingham Conservation Area, and to satisfy the requirements of Policy SP12 of the Ryedale Plan - Local Plan Strategy.

- 11 In the relation to the existing building on site, the development shall be carried out in accordance with the details contained within section 9 of the submitted Bat, Breeding Bird and barn Owl Survey.

Reason: In the interests of the protection of the species protected under the Wild Life and Countryside Act, and the NPPF.

- 12 Any conditions at the request of the Highways Authority.

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

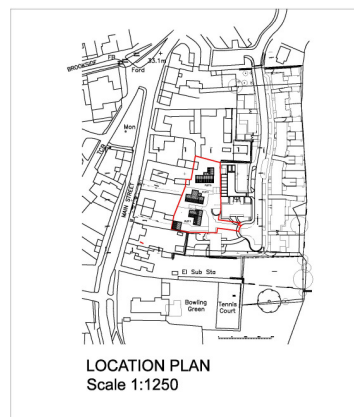
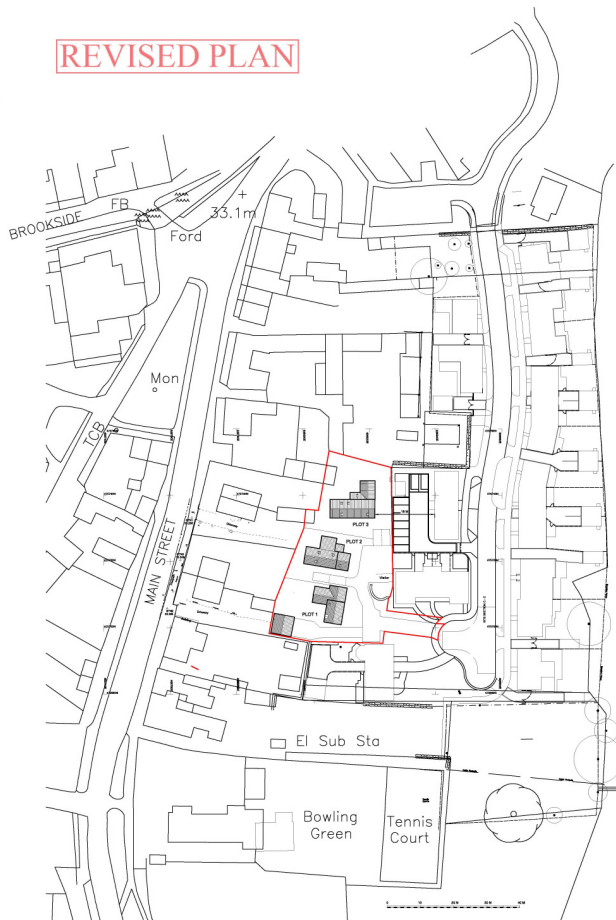
Reason: For the avoidance of doubt and in the interests of proper planning.

**Background Papers:**

Adopted Ryedale Local Plan 2002  
Local Plan Strategy 2013  
National Planning Policy Framework  
Responses from consultees and interested parties



**REVISED PLAN**



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- Rev. E 07.01.16 Minor amendments to Plots 2 & 3
- Rev. d 27.11.15 Minor amendments
- Rev. c 19.11.15 Minor amendments
- Rev. b 22.11.15 Minor amendments
- Rev. a 29.10.15 Boundary amended

RIBA #

**BrierleyGroom**  
Architects

1784, The Leazes, Newcastle  
Northumbria Business Park, Unit 102/103  
Newcastle upon Tyne, NE4 4BE  
t 0191 275 1000  
e info@brierleygroom.co.uk  
www.brierleygroom.co.uk

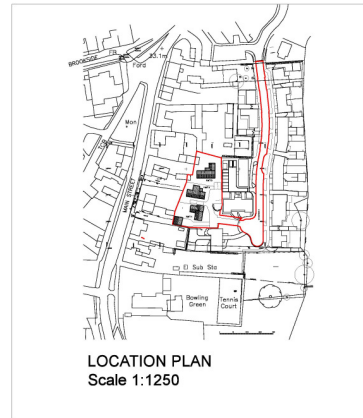
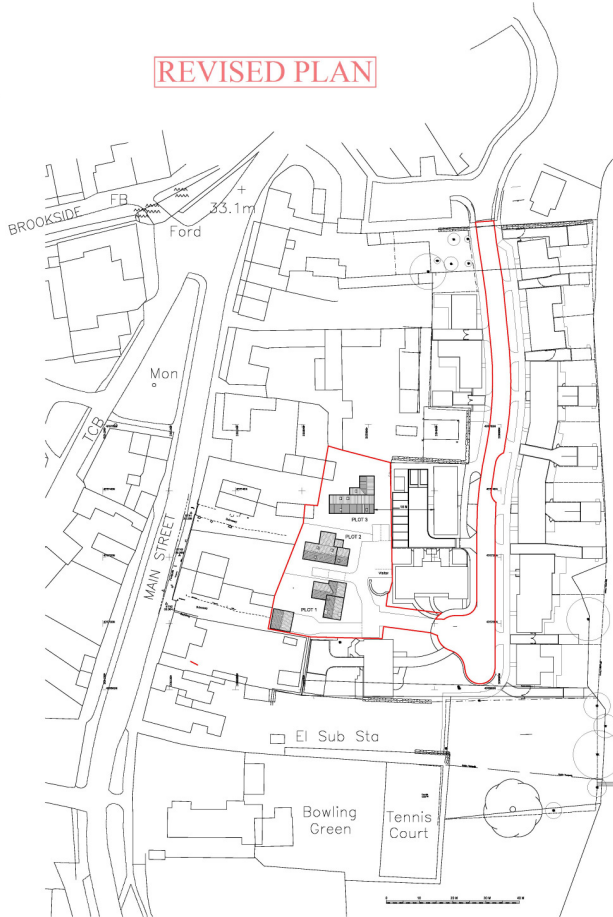
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HOVINGHAM ESTATE	
<b>project</b>	
RESIDENTIAL DEVELOPMENT LAND WEST OF PASTURE LANE, HOVINGHAM	
<b>drawing</b>	
BLOCK PLAN & LOCATION PLAN	
<b>date</b>	<b>stage</b>
OCT. 2015	PLANNING
<b>scale</b>	<b>revision</b>
1:500 @ A1	E
<b>number</b>	
H117.01.300	

DATE 18/01/16





**REVISED PLAN**



**LOCATION PLAN**  
Scale 1:1250

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- Rev F 12.01.16 Red line opp site amended.
- Rev E 07.01.16 Minor amendments to Plots 2 & 3
- Rev d 17.11.15 Minor amendments
- Rev c 10.11.15 Minor amendments
- Rev b 02.11.15 Minor amendments
- Rev a 29.10.15 Boundary amended

RIBA #

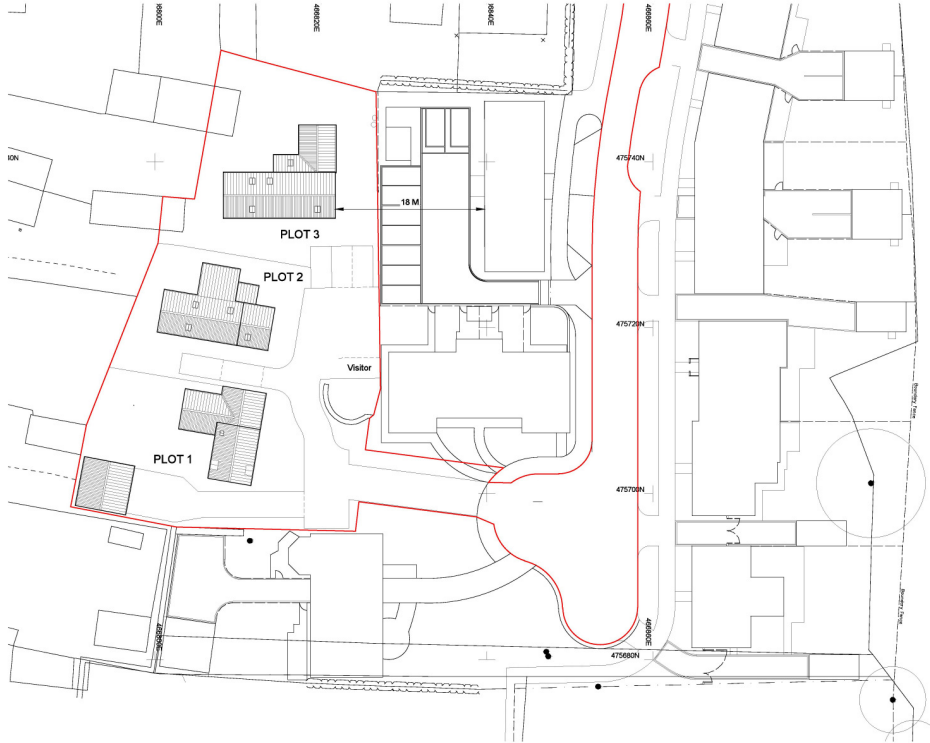
**BrierleyGroom**  
Architects

BrierleyGroom LLP  
 27-29, The Arcade, Newcastle Road,  
 Northampton Business Park, Unit 100, NN2 6JG,  
 Northampton NN1 6JG  
 Telephone: 01603 767777  
 Email: info@brierleygroom.co.uk  
 Website: www.brierleygroom.co.uk  
 Incorporated in England No. 07459179

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HOVINGHAM ESTATE	
<b>project</b>	
RESIDENTIAL DEVELOPMENT LAND WEST OF PASTURE LANE, HOVINGHAM	
<b>drawing</b>	
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<b>DATE</b>	<b>NUMBER</b>
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Rev B 02.02.16 Additional parking space added to plot 3  
Rev A 07.07.16 Minor amendments to Plots 2 & 3

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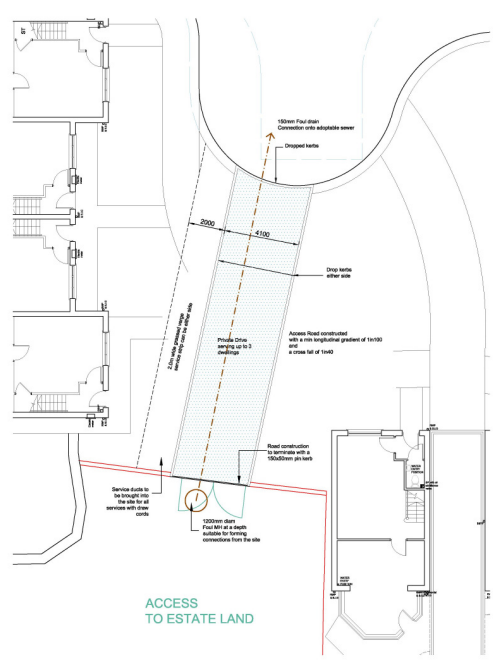
**BrierleyGroom**  
Architects

27 High Street, Newcastle East  
Northminster Business Park, Unit 100/101  
Newcastle NSW 1590  
Phone: 02 4939 1111  
Fax: 02 4939 1112  
Email: info@brierleygroom.com.au  
www.brierleygroom.com.au

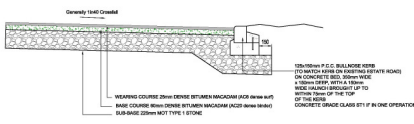
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<b>drawing</b>	
SITE PLAN	
<b>date</b>	<b>series</b>
OCT. 2015	PLANNING
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<b>DATE</b>	<b>NUMBER</b>
04/02/16	H117.01.302

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- Notes:**
1. This drawing is to be read in conjunction with all relevant Architects and Engineers Drawings.
  2. It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement.



LAYOUT PLAN OF NEW PRIVATE ACCESS ROAD (1:100)



SECTION THROUGH PRIVATE ROAD (1:20)  
(Min width 4.1m wide to allow two vehicles to pass)

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Drawn

**SHARPE TOPPING**  
STRUCTURAL ENGINEERS

101-103, The Hovingham Estate, Hovingham, York YO21 1JL  
Tel: 01904 441111 Fax: 01904 441112  
www.sharpe- topping.com

Client: The Hovingham Estate

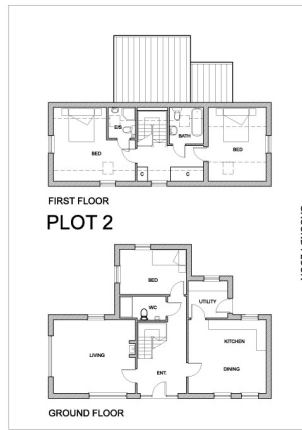
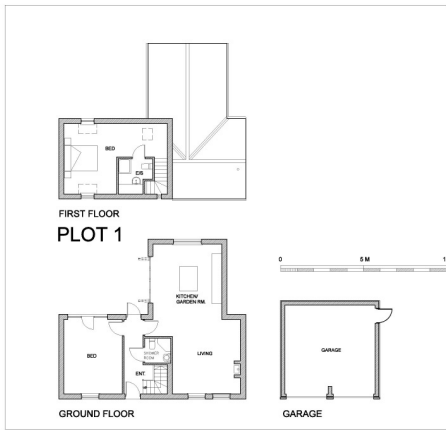
Project: Development Rear of Sampson Cottages

Drawing No: Plan and Section Through Private Access Road

Date Valid	20/11/15						
Drawn	MS	Check		Date	July 13	Scale	
Control No.	13326	Dwg No.	C-51	Revision			



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Rev. a 07.01.16 Minor amendments to Plots 2 & 3  
 Rev. b 10.11.15 Minor amendments  
 Rev. c 03.11.15 Minor amendments

RIBA # **BrierleyGroom** Chartered Architects

Brierley Groom LLP  
 27-29, The Hayes, Hove, Brighton, BN1 6AA  
 Tel: 01323 575200  
 Fax: 01323 575201  
 www.brierleygroom.com

**Client**  
 HOVINGHAM ESTATE

**Project**  
 RESIDENTIAL DEVELOPMENT  
 LAND WEST OF PASTURE LANE,  
 HOVINGHAM

**Drawing**  
 PLOT 1  
 PLANS & ELEVATIONS DATE 18/01/16

**Date**  
 OCT 2015 DATE 18/01/16

**Scale**  
 1:100 @ A1 DATE 18/01/16

**Revision**  
 C

**Number**  
 H117.01.301

# REVISED DOCUMENT

## DESIGN AND ACCESS STATEMENT

LAND SOUTH OF PASTURE LANE  
HOVINGHAM

FOR  
HOVINGHAM ESTATE.

Rev A 07/01/2016



## **BACK GROUND**

The Hovingham Estate provides a number of let houses in the village of Hovingham and endeavours to provide good quality properties. It spends a considerable amount in maintaining and improving these properties. By the end of this year the estate will have reroofed fifteen houses and cottages in the last seven years as well as three major sets of associated domestic outbuildings. In addition a number of properties will have been refurbished to a high standard. This is a burden on the limited resources of the estate and proceeds from the sale this land was earmarked to go towards the funding of this work.

Income generated from the sale of Sampson Land will be re-invested in the funding of the repair and maintenance of The Hovingham Estate's residential properties, enabling further opportunities for those seeking rental properties in this area of Ryedale. This

The Hovingham Estate is in a very different scenario to a property developer trying to turn a quick profit and exit. The policy in the Estate is to retain, repair and refurbish the current housing stock and only look to sell in exceptional circumstances where this policy is deemed unviable for economic reasons.

Views through gardens/sites seeing roof on roof is commonplace in Hovingham. Existing back land is heavy punctuated with old agriculture buildings or outbuildings some of which have been converted to residential properties. The Estate has an important on going socio-economic role to play within the community, it contributes hugely to the vitality of the village, providing rental properties & public open space. Any harm that could be attributed to developing this land should be carefully considered against the important reinvestment work the Estate is constantly undertaking.

## **ASSESSMENT**

The site is comprised of a series of land blocks to the rear of buildings and garden fronting Main Street on the eastern side of the village of Hovingham, North Yorkshire. Measuring at its extremities approximately 58m (north to south) by 53m (east to west). The site covers an area of approximately 0.17 hectare and consists of an abandoned orchard and walled garden and an area of redundant grassland.

The plot occupies land that is fairly level, generally 33m above Ordnance datum and is presently laid to grass with some areas of scrub. All land within the potential development block lies within the village conservation area and development limits, as allocated in the Ryedale Local Plan.

To the east & South of the application Site lays the new housing development by Trilandium Homes. Residential accommodation and associated gardens abut the site to the north and west.

## **INVOLVEMENT**



The following have been consulted before a formal submission to the Local Authority:-

Ryedale District Council Planning Officer (Rachel Smith)  
Ryedale District Council Conservation Officer (Emma Woodland)  
Hovingham Estate  
Survey Site Services  
Arc Environmental  
MAB Environmental & Ecology Ltd

## **EVALUATION**

### **Policy Justification**

#### **Section 4 – Local Plan Strategy**

The site is suitable for residential development by virtue of its sustainable location as the village offers a range of local services and employment opportunities. There is strong demand for additional homes from both local people and those who wish to move into the District following retirement or working families who choose to be based in the area whilst travelling out of the District to jobs elsewhere.

The lack of affordable housing is undoubtedly the main imbalance in Ryedale's housing market. This has a range of social and economic implications and presents serious consequences if allowed to continue. For example, households may become over crowded if young people are unable establish their own home or local people may be forced out of the District altogether which has the potential to contribute to skills shortages and undermine the economy in general.

We acknowledge that under Policy SP3 Affordable Housing that there will be a developer contribution in the form of a pro-rata financial contribution.

#### **Section 4 & Policy SP2**

10% of the local housing need shall be met by new housing in serviced villages such as Hovingham. This is an infill development to the west of a new site still being built on Pasture Lane.

#### **Section 7 – Biodiversity**

Biodiversity studies have been undertaken by MAB & the reports submitted as part of this application.

#### **Section 7 – Design & SP16**

In addressing the relevant criteria under Section 7.22 & SP16 – Design the scheme has been carefully designed so as to ensure that it reflects the local distinctiveness of the village and enhances its character through its design and layout. The proposed residential units has been carefully considered so as to provide satisfactory levels of amenity to both existing adjacent properties and those, which are proposed.

#### **Section 7 – Environment**

We have addressed the issue of renewable energy & will look to incorporate ground or air source heat pumps together with PV cells or solar panels.

#### **Section 8 – Managing & Controlling Development**

Developer Contributions are acknowledged to allow infrastructure improvements identified under policies SP10 & SP11.

## DESIGN

The site is a continuation of Pasture Lane. This site is accessed from a short private road to serve the three dwellings. The development provides very much a traditional 'garden village' feel with the housing set behind footpaths, which in turn are separated from the highway by large grassed verges.

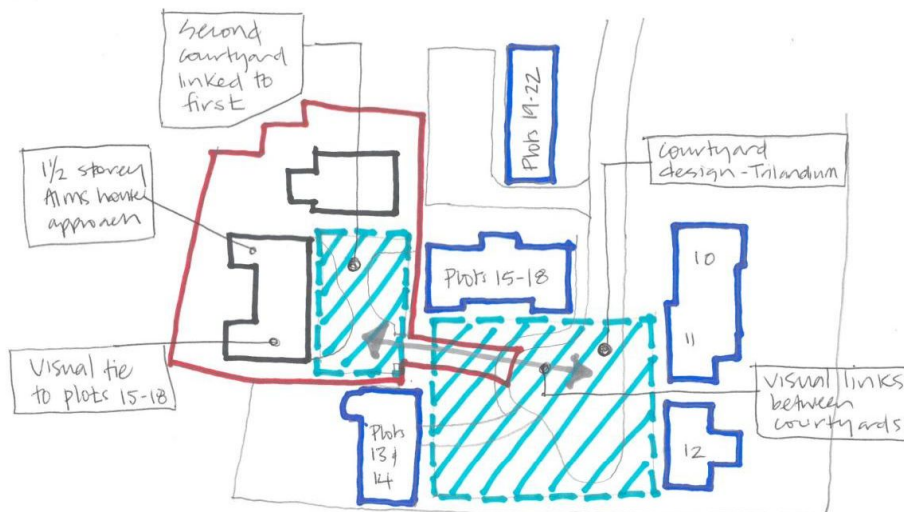
The design of the dwellings is influenced by the nature of the site & the existing building. The site is backlands between the established properties fronting Main Street & the new properties recently completed on Pasture Lane. All the new dwellings have stone walls, natural clay tiled roof coverings, painted timber windows & doors and mainly brick chimney stacks.

The three proposed dwellings punctuate the landscape in the same way tradition farm buildings or barns may have done. The existing building is to be refurbished, altered & extended to form one detached dwelling. The other two properties are new builds but again designed to look & feel like traditional Yorkshire farm buildings which have been converted.

The storey heights are single or one and a half storey to help the transition between old & new as mentioned above. The dwellings are all modest in scale & detached which helps to maintain the views through the site from Main Street however obscure these might be.

Many internal layouts adopt an 'open plan living' approach and some elevations introduce larger and deeper windows and glazed doors to encourage use of the outside spaces and allow views across the fields.

A previous sketch layout below was withdrawn.



Planning application 15/00850/FUL was submitted and registered on 24<sup>th</sup> July 2015. Following discussions with Ryedale District Council Planning Officer and Conservation Officer, the application was withdrawn in August 2015.

The proposals have been modified in order to make the houses more linear and to be a better fit with the grain of the surrounding farm buildings and outhouses.

The current application includes a sectional drawing showing the distance between Plot 3 and nos. 6-12 Pasture Lane, and also shows the height in relation to both The Old Granary and nos. 6-12 Pasture Lane.

### **Landscape Justification**

The design process has been influenced by the following considerations:

- the existing landscape into which the development is to be integrated;
- how the landscape proposals will be developed to enhance and protect the character of the place;
- the relationship of the proposals to any relevant planning guidance;
- the creation of a sustainable landscape structure for the scheme.

#### *Internal Site Landscape*

Structurally, the landscape design process addresses the need to reinforce the established landscape character of the area across the site.

Building tight onto the pavement/courtyard with wide grass verges preserves the 'village' character of the area and gardenesque planting into the small frontages will soften the street scene and develop a cottage garden character within the site.

A mix of native and semi-native tree species along the site boundaries will form a natural transition to the countryside beyond and serve to break up the building form when viewed from outside the site.

The landscape proposals for the development will support and enhance the local character and define private and public areas.

### **Sustainability**

We, together with Hovingham Estate, are investigating the use of sustainable materials and energy. We hope to use stone sourced from a local quarry and construct the houses using the highest quality materials. This will allow current regulations to be easily achieved or bettered. We hope to install some ground or air source heat pumps to provide a sustainable source of electricity for years to come.

### **Flood Risk**

It has been confirmed with the Environment Agency that the application site falls within Zone 1, consequently there is no requirement to undertake a Flood Risk Assessment.

- **ACCESS STATEMENT**

**Vehicular Entrance**

The development site providing three dwellings is accessed via an extension to Pasture Lane via a new private road.

Vehicular approach is via Pasture Lane, which was designed for a maximum of fifty dwellings.

**Services**

All dwellings are provided with off street parking. The houses will also have sufficient space to accommodate and store their own refuse.

**Pedestrian Approach**

There are two access points to the site. The first is via the footpath extension to Pasture Lane and the second is via the 'snicket' at the end of Hall Farm Cottages.

The site is relatively level and offers good access for disabled or ambulant disabled people on foot.

**Public Transport**

There are two main bus services in Hovingham, which connect to Helmsley and Malton. There is a seasonal service, which runs on a Sunday and Bank Holidays.

There are connections to Scarborough and York by rail from Malton station.



**Hovingham with Scackleton Parish Council**

Clerk to the Parish Council, Mrs Susan Wainwright  
Hall Farm, Hovingham, York YO62 4LF  
Telephone 01653 628364  
Email: [parishclerk@hovingham.org.uk](mailto:parishclerk@hovingham.org.uk)

Chairman. Councillor P. Chapman

Planning Officer  
Development and Planning  
Ryedale District Council  
Ryedale House  
Malton  
North Yorkshire  
YO17 7HH

25<sup>th</sup> January 2016

Dear Karen Hood,

**APPLICATION NO:** 15/01339/FUL  
**APPLICANT:** The Hovingham Estate Mr Rupert Drury  
**DESCRIPTION:** Erection of 1no.3 bedroom dwelling, 1no.4 bedroom dwelling  
and conversion of existing studio building to form  
1 no. 2 bedroom dwelling and detached garage together with  
formation of access road and associated parking.  
**LOCATION:** Land West of Pasture Lane, Hovingham

The members of Hovingham with Scackleton Parish Council have considered this amended application and would like to submit the following observation.

The inadequate parking arrangements of the "New Pasture Lane" development have meant existing residents have occupied any spare road space, including the planned entrance to this development, which already had very restricted access resulting in traffic congestion. This has been exaggerated by the incomplete road and pavement surfacing, and means the proposed development would add to the existing significant traffic and parking congestion.

Yours faithfully,

Susan Wainwright

**Hovingham with Scackleton Parish Council**

Clerk to the Parish Council, Mrs Susan Wainwright  
Hall Farm, Hovingham, York YO62 4LF  
Telephone 01653 628364  
Email: [parishclerk@hovingham.org.uk](mailto:parishclerk@hovingham.org.uk)

Chairman. Councillor P. Chapman

Planning Officer  
Development and Planning  
Ryedale District Council  
Ryedale House  
Malton  
North Yorkshire  
YO17 7HH

14<sup>th</sup> December 2015

Dear Karen Hood,

**APPLICATION NO:** 15/01339/FUL  
**APPLICANT:** The Hovingham Estate Mr Rupert Drury  
**DESCRIPTION:** Erection of 1no.3 bedroom dwelling, 1no.4 bedroom dwelling  
and conversion of existing studio building to form  
1 no. 2 bedroom dwelling and detached garage together with  
formation of access road and associated parking.  
**LOCATION:** Land West of Pasture Lane, Hovingham

The members of Hovingham with Scackleton Parish Council have considered this application and would like to make the following observation.

The inadequate parking arrangements of the "New Pasture Lane" development have meant existing residents have occupied any spare road space, including the planned entrance to this development, which already had very restricted access resulting in traffic congestion. This has been exaggerated by the incomplete road and pavement surfacing, and means the proposed development would add to the existing significant traffic and parking congestion.

Yours faithfully,

Susan Wainwright

**Item Number:** 14  
**Application No:** 15/01384/FUL  
**Parish:** Sheriff Hutton Parish Council  
**Appn. Type:** Full Application  
**Applicant:** Mr R Glover  
**Proposal:** Change of use of agricultural land to form a holiday park to include the erection of 10no. holiday lodges, biomass heating store and refuse store together with formation of associated gravel track, car parking spaces and vehicular access.  
**Location:** Land East Of Sheriff Hutton Industrial Estate Sheriff Hutton  
**Registration Date:**  
**8/13 Wk Expiry Date:** 16 February 2016  
**Overall Expiry Date:** 31 January 2016  
**Case Officer:** Tim Goodall **Ext:** 332

## CONSULTATIONS:

<b>Parish Council</b>	Object
<b>Highways North Yorkshire</b>	Conditions recommended
<b>Archaeology Section</b>	Recommend condition
<b>Highways North Yorkshire</b>	Specification added
<b>Land Use Planning</b>	Comments made
<b>Caravan (Housing)</b>	No views received to date
<b>Environmental Health Officer</b>	No views received to date
<b>Tree &amp; Landscape Officer</b>	Recommend condition
<b>Countryside Officer</b>	Request clarification over the existence of the pond and further details on the provision of mitigation for the loss of biodiversity in line with Local Plan Policy SP14
<b>National Grid Plant Protection</b>	No views received to date
<b>Neighbour responses:</b>	Mrs Lindsay Ainley, Mr Jerry Petch, Mr Paul Connell, Mrs Ruth Carter, Mr Chris O'Neill, Mrs Julie Gladwin, Miss Sian Lacy, Mr Martin Willan, Paul & Elaine Nelson, P Connell, Mr Andrew Morse, Ms Hylda Connell, Mr & Mrs D & B Pallister, Jodie Hoggarth, Mr Peter Bellwood, Mr Alan Glover, Mr Barrie Ellis,

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## SITE:

The application site is an agricultural field located to the south west of the village of Sheriff Hutton. The site is bounded by agricultural fields to the north, west and east. To the south, the site is bounded by York Road.

The site is located approximately 300 metres to the south west of the Sheriff Hutton development limit, 50 metres to the west of the row of dwellings, known as Council Houses, York Road. 75 metres to the west of the site is the Sheriff Hutton Industrial Estate. The scheduled ancient monument, Sheriff Hutton Castle is located approximately 800 metres to the north east of the application site.

## **PROPOSAL:**

Planning permission is sought for the change of use of existing agricultural land to form a holiday park to include the erection of 10 no. holiday lodges, a biomass heating store and a refuse store together with the formation of an associated gravel track and car parking spaces.

The holiday lodges will be detached with dual pitched roofs. The lodges will reach a maximum height of 4.9 metres. Six of the holiday lodges will have two bedrooms and four of the holiday lodges will have three bedrooms.

The lodges will be timber clad and each will have its own timber decking area. Each lodge will have photovoltaic cells fixed to the roof and have a life expectancy of 15 years.

Vehicular access will be from York Road. 20 car parking and 60 cycle parking spaces will be provided within the site.

At the east of the site, will be a 3.0 metre high biomass store. Refuse storage will be provided at the south east of the site.

The holiday lodges are proposed to be available for 365 days per year occupation.

## **CONSULTATION RESPONSES:**

There have been 7 individual objections to the application, including a letter signed by the residents of 9 properties. Some of the occupiers of these properties have also written their own objection letters.

The objections relate to the following issues:

- Loss of amenity through noise disturbance and impact on neighbouring properties
- The impact on the character of the existing Council House terrace to the east of the site
- The proposal is out of character with the area
- Concerns over access
- Suggestions that a different site would be more suitable
- Concerns over a breakdown of the buffer zone between the industrial estate and the Council Houses, resulting in ribbon development
- Potential loss of the mediaeval field pattern
- Lack of information regarding the biomass store
- Flooding

A further public representation provided comment expressing concern over the apparent inadequacy of the biomass fuel store, the impact on local housing, the lack of play facilities and the lack of a pedestrian crossing. There was a request for a commuted sum towards public open space provision.

3 letters of support were received. There was support for:

- The positive impact of the development on local jobs and local business
- The sympathetic design of the holiday lodges

Sheriff Hutton Parish Council have objected to the application for the following reasons:

- Concerns over access/highways. An alternative existing access to the east was suggested.
- The first holiday lodge is sited too close to the public highway
- concerns over the refuse lorries entering and leaving the site
- the lack of a reception area and the impact of this for tourists
- too close to the airstrip

- concerns the sewage system will be insufficient for the proposed development and have an impact on the ridge and furrow profile of the field
- concern over the finish of the proposed lodges
- lack of amenity/play area
- concern the lodges could ultimately become permanent dwellings

The applicant's agent has responded to the Parish Council's objection, noting the following points:

- The applicant does not have sole control over the existing eastern access to the site.
- The applicant is willing to consider moving the first lodge further back from the highway if required
- The site has been designed to ensure refuse trucks will approach the site as they would other properties on York Road and they will not need to reverse
- The bookings will be managed by an online bookings company that the applicant has used elsewhere
- The applicant considers the use of the neighbouring field as an air strip to be 'permitted development'
- The existing profile of the field will be maintained when sewage works are complete
- The biomass heating system proposed is sufficient to serve the scheme in accordance with the manufacturer's specifications
- A variety of finishes to the lodges are proposed and the applicant is willing to amend them if necessary
- Additional landscaping is proposed and can be secured by condition
- It is noted that each lodge has its own amenity area and there will be grassed areas in the site for children to play
- The applicant has not applied for market housing and expects the imposition of conditions restricting occupancy.

Yorkshire Water were consulted on the application and have advised that the site is 120 metres from Sheriff Hutton waste water treatment works. They note the works are small and there is no evidence of malodour from its operation. The Council's Environmental Health team have not provided any comments regarding the waste water works.

North Yorkshire Archaeological Services responded to recommend a condition relating to the implementation of archaeological mitigation recording.

North Yorkshire County Council Highways Authority and the Council's Countryside, Tree and Landscape and Environmental Health Officers were also consulted. Their responses to the consultation have been included within the appraisal of the proposed development.

The objections to the planning application relate to material planning considerations. As the application is recommended for conditional approval, under the Council's scheme of officer delegation it is brought to Committee for Members to consider and determine.

**HISTORY:**

None relevant.

**POLICY:**

Ryedale Plan - Local Plan Strategy

- Policy SP1 - General Location of Development and Settlement Hierarchy
- Policy SP8 - Tourism
- Policy SP13 - Landscapes
- Policy SP14 - Biodiversity

Policy SP19 - Presumption in Favour of Sustainable Development  
Policy SP20 - Generic Development Management Issues  
Policy SP21 - Occupancy Restrictions

### National Planning Policy

National Planning Policy Framework (NPPF)  
National Planning Practice Guidance (NPPG)

#### **APPRAISAL:**

- i. Principle of Development
- ii. Design
- iii. Impact on the setting of the Scheduled Ancient Monument of Sheriff Hutton Castle
- iv. Neighbour Amenity
- v. Highways
- vi. Biodiversity
- vii. Other Matters
- viii. Conclusion

#### **i. Principle of Development**

The NPPF supports local planning policies that will support sustainable rural tourism and leisure developments that benefit the businesses in rural areas, communities and visitors and which respect the character of the countryside. This should include supporting the provision and expansion of tourist and visitor facilities in appropriate locations where identified needs are not met by existing facilities in rural service centres.

Policy SP8 (Tourism) of the Ryedale Plan - Local Plan Strategy states that tourism will be supported through the provision of a range and choice of quality tourist accommodation. In the wider open countryside, new static caravan and chalet self catering accommodation and extensions to existing facilities that can be accommodated without an unacceptable visual intrusion and impact on the character of the locality will be supported. All year round tourism is supported subject to the occupancy conditions set out within Policy SP21 (Occupancy Restrictions).

Policy SP13 (Landscapes) states that development proposals should contribute to the protection and enhancement of distinctive elements of landscape character that are the result of historical and cultural influences, natural features and aesthetic qualities.

The proposed development will provide for the provision of new tourist accommodation within the Vale of York area of the District. The development will be open all year round and if approved appropriate conditions restricting occupancy can be added in accordance with Policy SP21 (Occupancy Restrictions).

The proposed development will be located south of the development limit of Sheriff Hutton, lying to the east of the existing Industrial Estate and the west of the Council Houses. As the application site lies outside of the Sheriff Hutton development limit, consideration must be given to the level of visual intrusion and the impact on the character of the locality. The proposed development will be sited in the central rectangular field of a row of three. While it will partially infill the existing gap between the Industrial Estate and the Council houses, open countryside will be retained in two of the fields. The prevailing gradient of the land is relatively level within the immediate area of the application site, gently rising to the north of the site through the village of Sheriff Hutton.

The Council's Tree and Landscape Officer was consulted and commented as follows:



*The site is a rectangular open field bounded by native hedging and scattered native trees along the southern and western boundaries. The hedgerow along the western boundary is fairly sparse containing numerous gaps which allow open views of the industrial estate building to the west of the site.*

*Wider Landscape:*

*The site is only visible from public locations on passing along York Road. More distant views from the west are screened by landforms and York Road Industrial estate, and from the east by properties and landscape features.*

*Recommendations:*

*Whilst the site is not visible from public locations the western boundary hedge will need to be gapped up with native hedgerow shrubs to form a complete secure boundary.*

*The proposed planting strips across the site between the holiday lodges will serve to break up views through the site. However, this planting should be formed by native shrubs and locally prevailing tree species and other traditional hedgerow species. Whilst the proposal to plant birch and Sorbus Joseph rock (a yellow berried fruiting species of rowan) would be acceptable in small numbers around the chalets, the bulk of the planting should include the following species.:*

*Hedging and shrub planting under trees:*

*Hawthorn, hazel, guelder rose, holly, buckthorn, wild rose, field maple.*

*Tree species:*

*Oak, field maple, small leafed lime.*

It is considered that the proposed development will not result in an unacceptable visual intrusion or an unacceptable impact on the character of the locality. As such the principle of the development is considered to accord with Policies SP8 and SP13 of the Ryedale Plan - Local Plan Strategy.

## **ii. Design**

To accord with Policy SP16 (Design) and reinforce local distinctiveness, the location, siting, form, layout, scale and detailed design of new development should respect the context provided by its surroundings. Attention should be paid to the grain of settlements, influenced by street blocks, plot sizes, the orientation of buildings, boundaries, spaces between buildings and the density, size and scale of buildings. Consideration must also be given to the type, texture and colour of materials, quality and type of building techniques and elements of architectural detail.

The proposed development will include the siting of single storey holiday lodges measuring a maximum of 5 metres in height. This will be lower in height than the existing residential buildings to the east of the site and of a similar or lower height than the existing industrial buildings to the west of the site. The buildings will be detached and have self contained amenity space in the form of terracing.

The lodges will be of timber construction with artificial slate roof coverings and photovoltaic panels to the roof. The single storey and modest design of the development, the use of materials and the proposed landscaping is considered to respect the context of the surroundings and accord with the aims of Policy SP16 (Design).

**iii. Impact on the setting of the Scheduled Ancient Monument of Sheriff Hutton Castle**

Policy SP12 (Heritage) states that development proposals that would result in substantial harm to a designated heritage asset will be resisted unless wholly exceptional circumstances can be demonstrated. The site is located approximately 800 metres to the south west of the scheduled ancient monument of Sheriff Hutton castle. The castle was glimpsed from within the Industrial Estate and from one location on the public highway to the south west of the site. However, due to the low lying design of the lodges and the proposed landscaping it is not considered to result in any substantial harm to the setting of the ancient monument. As such, the proposal is not considered to conflict with Policy SP12 (Heritage).

**iv. Neighbour Amenity**

To accord with Policy SP20 (Generic Development Management Issues) new development will not have a material adverse impact on the amenity of present and future occupants, the users or occupants of neighbouring land and buildings or the wider community by virtue of its design, use, location and proximity to neighbouring land uses. Impacts on amenity can include, for example, noise, dust, odour, light flicker, loss of privacy or natural daylight or be an overbearing presence.

The proposed development will be situated outside of the existing development limit of the village of Sheriff Hutton. The nearest residential dwellings are sited a minimum of 60 metres to the east of the site boundary. Furthermore, of the 10 proposed units, only 2 are located within 20 metres of the eastern boundary of the site and these 2 units are set back more than 5 metres from the boundary. The proposed plans show the retention of the existing eastern site boundary. Furthermore, a condition can be included to control the level of lighting at the site.

The site will contain a 3 metre high biomass store. The Council's Environmental Health Officer has requested further details regarding the biomass store from the applicant. It is intended that this information and the Environmental Health Officer's response will be made available for Councillors as late observations prior to Planning Committee.

Due to the siting and design of the proposed lodges and the distances to existing buildings, it is not considered that subject to appropriate conditions, the proposed development will result in a materially adverse impact on the amenity of the present and future occupiers of the neighbouring buildings, in accordance with Policy SP20 (Generic Development Management Issues).

**v. Highways**

The site is located on a 40 mph stretch of the main road south of Sheriff Hutton, heading towards Strensall and York. North Yorkshire County Council Highways Authority have been consulted on the application. The access for the proposed development will have the available visibility in excess of the required distance in either direction. The Highways Authority do not object to the proposal subject to the imposition of appropriate conditions.

**vi. Biodiversity**

The Council's Countryside Officer has been consulted on the application and requested further information regarding the Ecological Assessment. It is intended that this information and the Countryside Officer's response will be made available for Councillors as late observations prior to Planning Committee.

**vii. Other Matters**

Some objections refer to allegations of unauthorised use and storage of a light aircraft. This is subject to a separate investigation as it is outside of the scope of this application site and as such is not relevant in the determination of this application.

An objection relating to flooding highlighted that entrance to the Industrial Estate suffered some flooding in December 2015 and January 2016. This is presumed to have been during the recent adverse weather conditions that resulted in high levels of precipitation and flooding across Yorkshire. The application site is not located in or near flood zones 2 or 3 and as such, this is not considered to be a reason for amending or refusing the proposal.

**vii. Conclusion**

In conclusion, the proposal is considered to accord with national and local planning policy and is recommended to Members for approval subject to the following conditions.

**RECOMMENDATION: Approval**

1 The development hereby permitted shall be begun on or before .

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

2 Notwithstanding the submitted details on drawing No. 9908(90) 02 dated February 2015, prior to the commencement of the development details for the landscaping of the site shall be submitted for approval in writing by the Local Planning Authority. The submitted details shall include a scale drawing and a schedule of planting of native species only for the gapping up of existing hedgerows as appropriate and all new tree and shrub planting annotated on the above submitted drawing. The planting schedule shall provide details of species, planting sizes and numbers of each. New hedgerow sections shall be planted at the rate of 6 plants/metre in a double staggered row, individual plants protected within individual rabbit spirals secured with a stout cane. The approved planting shall be carried out in its entirety within the first available planting season (Nov - March) following completion of the development. Any plants which are removed, become diseased or die within 5 years of the implementation of the scheme shall be replaced with the same or similar species unless the Local Planning Authority gives written consent to any variation.

Reason: In the interests of visual amenity, enhancement of the development, and screening of the development, and in accordance with Policy SP 13 (Landscapes) of the Ryedale Plan - Local Plan Strategy.

3 Prior to the commencement of the development a Landscape Management Plan to cover a 15-year period following implementation of the approved landscaping shall be submitted to the Local Planning Authority for approval in writing.

Reason: To ensure that the landscaping matures and provides adequate screening and enhancement of the development, and in accordance with Policy SP 13 (Landscapes) of the Ryedale Plan - Local Plan Strategy.

4 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: This condition is imposed in accordance with Section 12 of the NPPF as the site is of archaeological interest.

- 5 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:

c. The existing access shall be improved by widening and enlargement in accordance with approved Drawing Number 9908 (90) 02 Rev. C and upgrading on construction specification over the first 10 metres, measured from the carriageway edge, in accordance with Standard Detail Number E7h.

e. 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.

g. 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 shown on drawing number 9908 (90) 02 Rev. C 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

- 6 There shall be no access or egress by any vehicles between the highway and the application site until:

a. full technical details relating to the bridging/culverting of the watercourse adjacent to the site have been submitted to, and approved in writing by, the Local Planning Authority in consultation with the Highway Authority; and

b. The surface water ditch at the site entrance has been piped in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority

Reason: In accordance with Policy SP20 of the Ryedale Plan - Local Plan Strategy and to ensure satisfactory highway drainage in the interests of highway safety and the amenity of the area.

- 7 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 Drawing Number 9908 (90) 02 Rev. C for parking spaces, turning areas and access shall be kept available for their intended purposes at all times.

Reason: In accordance with Policy SP20 of the Ryedale Plan - Local Plan Strategy 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.

- 8 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

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

- 9 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:
- on-site parking capable of accommodating all staff and sub-contractors vehicles clear of the public highway
  - 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.

Reason: In accordance with Policy SP20 of the Ryedale Plan - Local Plan Strategy 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.

- 10 The accommodation hereby permitted shall be available or commercial let for at least 140 days a year and no let must exceed a total of 31 days in any one calendar year.

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 application has only been considered in relation to holiday use, and to satisfy the requirements of Policies SP20 and SP21 of the Ryedale Plan - Local Plan Strategy.

- 11 The 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 application has only been considered in relation to holiday use, and to satisfy the requirements of Policies SP20 and SP21 of the Ryedale Plan - Local Plan Strategy.

- 12 The development hereby approved is for 6 No. two bedroom lodges and 4 No. three bedroom lodges with biomass heating store and refuse store together with formation of associated gravel track, car parking spaces and vehicular access only.

Reason: In order to comply with Policies SP8 and SP20 of the Ryedale Plan - Local Plan Strategy.

13 The owners/operators of the accommodation hereby permitted shall maintain an up-to-date register of lettings/occupation 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. The register shall include full details of the following:

- the main address(es) of all the occupiers of the accommodation hereby permitted
- the start date of every one of the letting/occupation of all the occupiers of the accommodation hereby permitted
- supporting evidence of the main address(es) of all the occupiers of the accommodation hereby permitted

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 - Local Plan Strategy.

14 Notwithstanding the submitted details and prior to the erection of the chalets on the site, details and samples of the timber cladding shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of visual amenity and to satisfy the requirements of Policies SP16 and SP20 of the Ryedale Plan - Local Plan Strategy.

15 No external lighting shall be installed on any part of the building or within the application site, unless precise details have first been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of visual amenity, and to satisfy the requirements of Policy SP20 of the Ryedale Plan - Local Plan Strategy.

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

Drawing No. 9908 (90) 01 Location Plan \_ Block Plan validated by the local planning authority 22.12.15

Drawing No. 9908 (90) 02 rev C Proposed Site Layout Plan validated by the local planning authority 22.12.15

Drawing No. 9908 20 01 rev D validated by the local planning authority 22.12.15

Drawing No. 9908 20 02 rev B validated by the local planning authority 22.12.15

Drawing No. 9908 20 03 rev A validated by the local planning authority 22.12.15

Drawing No. 9908 20 04 rev A validated by the local planning authority 22.12.15

Drawing No. 9908 20 05 rev A validated by the local planning authority 22.12.15

Drawing No. 9908 20 06 rev A validated by the local planning authority 22.12.15

Drawing No. 9908 20 07 validated by the local planning authority 22.12.15

Drawing No. 9908 20 08 validated by the local planning authority 22.12.15

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



## **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 It is recommended that the applicant consult with the Internal Drainage Board, the Environment Agency and/or other drainage body as defined under the Land Drainage Act 1991. Details of the consultations shall be included in the submission to the Local Planning Authority. The structure may be subject to the Highway Authority's structural approval procedures
- 3 Supporting evidence of the main address(es) of all the occupiers can include the following:
  - The most recent Council Tax demand
  - Utility bills issued within the last 3 months

## **Background Papers:**

Adopted Ryedale Local Plan 2002  
Local Plan Strategy 2013  
National Planning Policy Framework  
Responses from consultees and interested parties



Location Plan scale 1:2500



Block Plan scale 1:1250

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REVISIONS			
NO.	DATE	BY	REASON

**darntonegs**  
BUILT ENVIRONMENT CONSULTANCY  
LEEDS LONDON BRISTOL WARWICK

LEADS OFFICE  
The Great Lodge, Sheep Drove, East Field, Leam, LEAD COU  
T: 01537 881001 F: 01537 881000 www.darntonegs.com

**CLIENT**  
Dr R. Glover

**PROJECT**  
Proposed Holiday Cottages

**ADDRESS**  
Frankie Street, Sheriff Hutton

**DRAWING**  
Location Plan & Block Plan

**SCALE**  
1:1250 & 1:2500 @ A2

**DATE**  
February 2015

**DRAWING NUMBER**  
9908 | 50 | 01

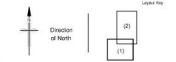
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22/12/15

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**Grid** OS National Grid  
Using the OS GPS Network and applying OSTN02 transformation and then removing the scale factor for most distances with a one-step transformation carried on S1

**Datum** OS Level Datum  
Using the OS GPS Network and applying OSTN02 National Geoid Model to obtain local area connections.

**Station Listing**

Station	Easting	Northing	Level
S1	484668.078	485656.775	47.675
S2	484650.441	485658.741	48.918

Code	Description	Code	Description
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101	101	101	101
102	102	102	102
103	103	103	103
104	104	104	104
105	105	105	105
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112	112	112	112
113	113	113	113
114	114	114	114
115	115	115	115
116	116	116	116
117	117	117	117
118	118	118	118
119	119	119	119
120	120	120	120

No.	Date	Drawn	Description

Met GEO ENVIRONMENTAL  
 Southampton House  
 Portsmouth Road T: +44 (0) 1322 288 900  
 Bourton F: +44 (0) 1322 288 901  
 London E: admin@metgeoenvironmental.com  
 West Yorkshire W: www.metgeoenvironmental.com  
 15/10/2016

Client: DARLTON FGS LTD

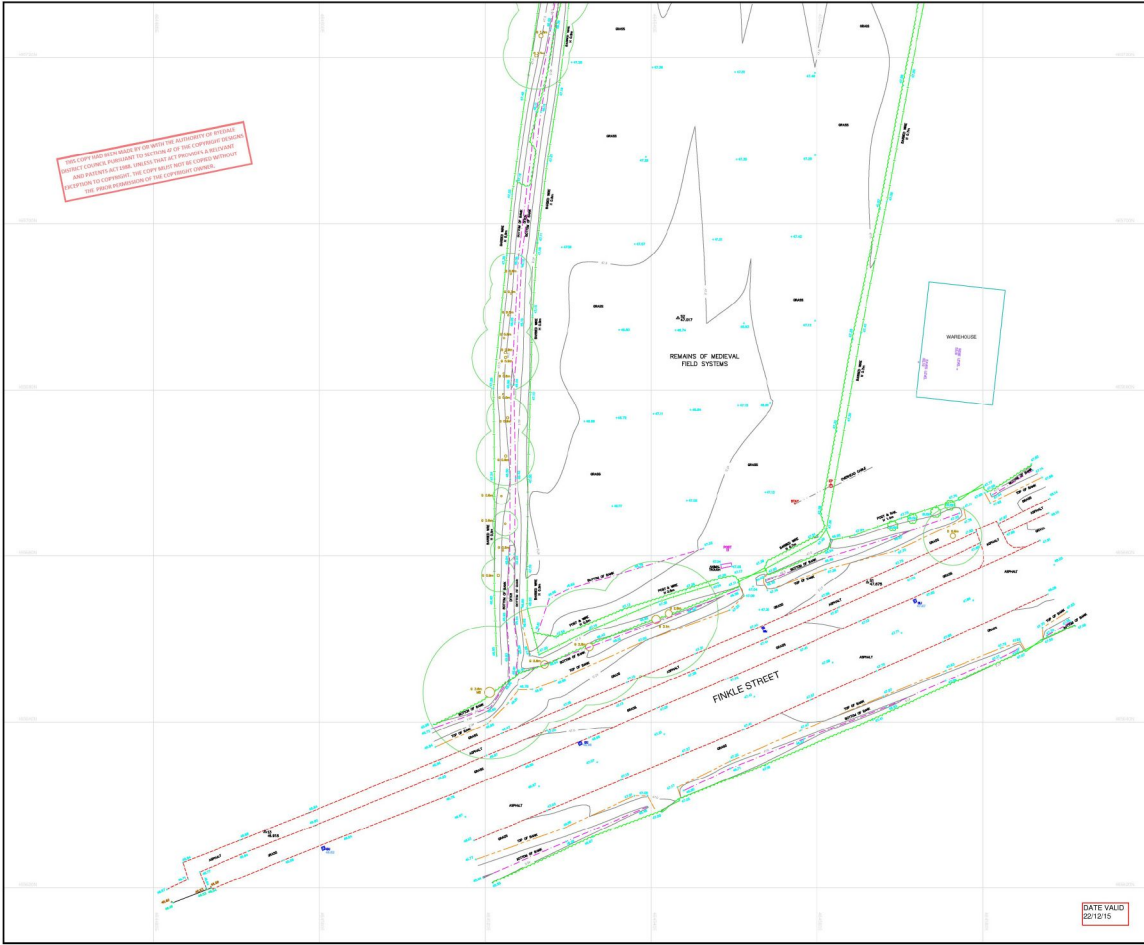
Site: FINKLE STREET  
SHERIFF HUTTON, YORK YO606SD

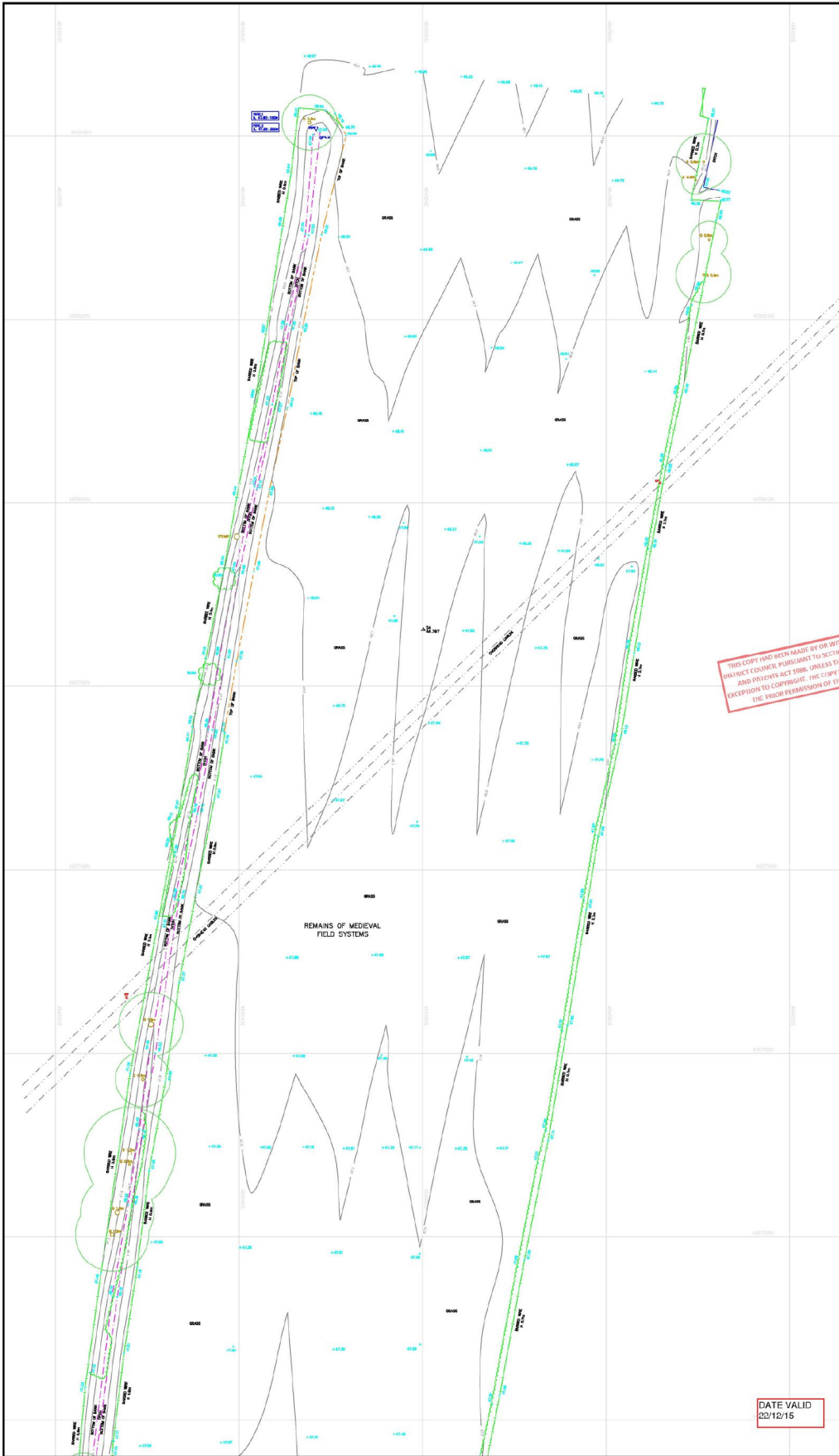
Title: TOPOGRAPHICAL SURVEY  
2D

Drawn	SA/BS	Checked	SA/BS

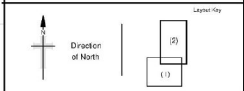
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22/12/15	1:200	10583-236_2DT (1)	1	FINAL

Job No: 10583-236





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**Grid** OS National Grid  
 Using the OS GPS Network and applying OSTN02 transformation and then removing the scale factor for true distances with a nine-step transformation control on S1

**Datum** OS Level Datum  
 Using the OS GPS Network and applying OSGM02 National Geoid Model to obtain local area corrections.

**Station Listing**

Station	Easting	Northing	Level
S1	464566.076	465656.775	47.675
SS	464493.441	465626.741	45.918

**KEY**

AP VALVE	⊕	KORB OUTLET	⊕
BENCH MARK	⊕	LAMP POST	⊕
BM	⊕	MANHOLE (CIRCULAR)	⊕
BOLLARD	⊕	MANHOLE (RECTANGULAR)	⊕
BORE HOLE	⊕	MANHOLE (TRIANGULAR)	⊕
BRIER TELECOM COVER	⊕	MANHOLE POLE	⊕
BUR ROW	⊕	ODM	⊕
CABLE TV COVER	⊕	READING EYE	⊕
CABLE TV SUPPLY	⊕	SEW POLE	⊕
COLUMN	⊕	TELECOM COVER	⊕
EASTING POINT	⊕	TELECOM POLE	⊕
ELECTRICITY COVER	⊕	THRESHOLD LEVEL	⊕
ELECTRICITY PILE	⊕	TRUCK LIGHT	⊕
FIRE HYDRANT	⊕	TRUCK PIT	⊕
GAS VALVE	⊕	WASH OUT	⊕
GATE	⊕	WATER METER	⊕
INSPECTION COVER (SMALL)	⊕	WATER STOP COCK	⊕
INSPECTION COVER (RECTANGULAR)	⊕	WATER STOP VALVE	⊕
CHIMNEY LEVEL	⊕	CHIMNEY BASE LEVEL	⊕
WATER LEVEL	⊕	WATER SURFACE LEVEL	⊕
UNABLE TO ACCESS	⊕	UNABLE TO MEASURE	⊕
HOUS OF TREE TRUNK	⊕	DIAMETER OF TREE TRUNK	⊕
HEIGHT TO TOP OF TREE CANOPY	⊕	WELL BOLE TREE	⊕

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Rev	Date	Drawn	Description	Check

Southgate House  
 Pontefract Road T: +44 (0) 1132 008 000  
 Stourton P: +44 (0) 1132 008 001  
 Leeds E: [admin@metgeoenvironmental.com](mailto:admin@metgeoenvironmental.com)  
 West Yorkshire W: [www.metgeoenvironmental.com](http://www.metgeoenvironmental.com)  
 LS10 19W

**Client** DARNTON EGS LTD

**Site** FINKLE STREET  
 SHERIFF HUTTON, YORK, YO60 6SD

**Title** TOPOGRAPHICAL SURVEY  
 2D

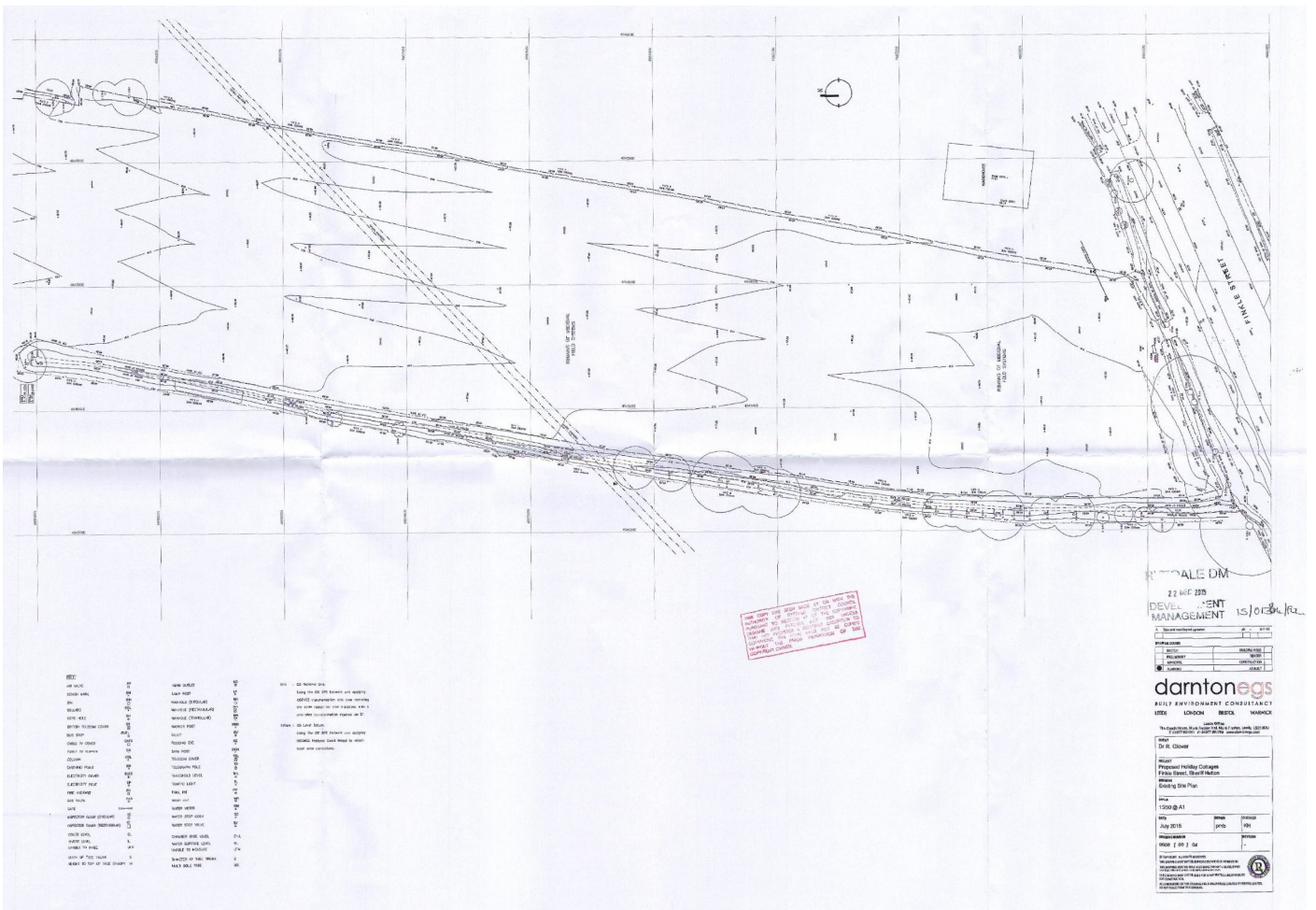
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CHK	DA	Date	30/03/2015

Scale	(A1 Sheet)	DWG Ref	Issued No	Status
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Job No	10583-236	Rev	0

DATE VALID  
22/12/15



SCALE DM  
 22 METERS  
 DEVELOPMENT  
 MANAGEMENT 15/10/2015

DATE	15/10/2015
BY	[Signature]
CHECKED	[Signature]
DATE	[Date]

**darfontonegs**  
 FULLY EMPLOYED CONSULTANCY  
 BEECH LONDON BEECH WOODBROOK

DR R. CLIVER  
 PROJECT MANAGER  
 PROJECT HOLIDAY COLLAGES  
 15/10/2015

DATE: 15/10/2015  
 TIME: 15:00 @ A1  
 PROJECT: [Project Name]  
 DRAWING: [Drawing Name]

PROJECT MANAGER: DR R. CLIVER  
 PROJECT ENGINEER: [Name]  
 PROJECT SURVEYOR: [Name]  
 PROJECT ARCHITECT: [Name]

REF	DESCRIPTION	DATE	BY	CHKD
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Check up the site plan to ensure that all the planting & trees to be planted, have been correctly identified on the plan.

DATE VALID  
22/12/15

**Key:**

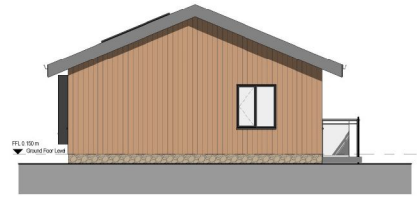
- Bound Gravel Drive
- Grass / Paddock
- Terrace Decking
- Lighting bollards
- Existing tree
- Existing hedge
- New mill hedge planting
- New selected standard root balled 10' (3000) girth 3-3-3 5m high planted with 10 include small trees: Quercus, Betula & Sorbus Joseph Rock
- 3 Bedroom Cottages
- 2 Bedroom Cottages

<p><b>darntonegs</b> SUSTAINABLE ENVIRONMENT CONSULTANCY</p> <p>10000 LONDON BRICKS WARRICK</p>	
<p><b>Client:</b> Dr. R. Clower</p>	<p><b>Project:</b> Proposed Holiday Cottages 2 x 3 Bed, 2 x 2 Bed, 2 x 1 Bed 2 x 1 Bed, 2 x 1 Bed, 2 x 1 Bed</p>
<p><b>Scale:</b> 1:500 @ A1</p>	<p><b>Date:</b> February 2015</p>
<p><b>Author:</b> [Signature]</p>	<p><b>Check:</b> [Signature]</p>
<p><b>Approved:</b> [Signature]</p>	<p><b>Project No.:</b> [Number]</p>





**Front Elevation**  
1 : 50



**Side Elevation.**  
1 : 50



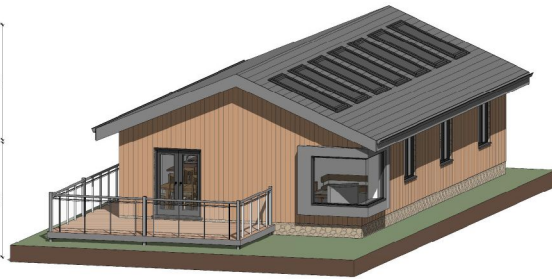
**Rear Elevation**  
1 : 50



**Side Elevation**  
1 : 50



**Ground Floor Plan**  
1 : 50



**Isometric View**

1. Plot and site location plan	13.11.15	JAG
2. Foundation and ground level	13.11.15	JAG
3. Floor plan	13.11.15	JAG
4. Roof plan	13.11.15	JAG

NAME: Mr. J. Glover  
 ADDRESS: 1234 Main Street, London, E1 1AA  
 CONTACT: 020 1234 5678  
 EMAIL: j.glover@example.com

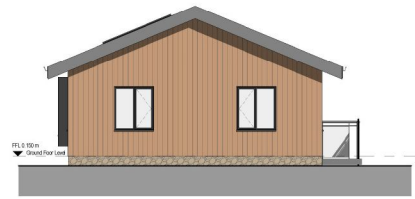
**darnton**  
**egs**  
 ARCHITECTS  
 LEEDS LONDON BRISTOL BATHBURY

DRAWN BY: Dr R. Glover  
 CHECKED BY: J. Glover  
 DATE: 13.11.15  
 SCALE: 1:50

DATE VALID  
 22/12/15



**Front Elevation**  
1 : 50



**Side Elevation.**  
1 : 50



**Rear Elevation**  
1 : 50



**Side Elevation**  
1 : 50



**Ground Floor Plan**  
1 : 50



**Isometric View**

Client	Mr & Mrs [Name]	Date	12/12/15
Project	Mr & Mrs [Name]	Drawn by	[Name]
Site	[Address]	Checked by	[Name]
Scale	1:50	Approved by	[Name]
Drawn by	[Name]	Discussed by	[Name]
Checked by	[Name]	Discussed by	[Name]
Approved by	[Name]	Discussed by	[Name]

**dantonegs**  
ARCHITECTURAL  
LEEDS LONDON BRISTOL BATHWICK

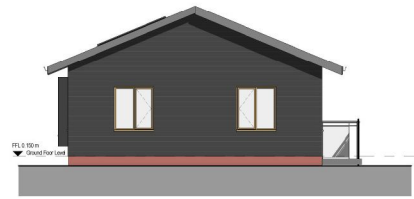
**Dr R. Glover**  
Principal Architect  
100-102, The Quadrant, Bathwick, Bath, BA2 1BN  
01225 318181  
www.dantonegs.co.uk

DATE VALID  
22/12/15





**Front Elevation**  
1 : 50



**Side Elevation.**  
1 : 50



**Rear Elevation**  
1 : 50



**Side Elevation**  
1 : 50

THIS PLAN MUST BE READ WITH THE NOTES AND SPECIFICATIONS TO BE GIVEN. ANY CHANGES TO BE MADE TO ANY PART OF THE PLAN MUST BE APPROVED BY THE ARCHITECT. ANY CHANGES TO BE MADE TO ANY PART OF THE PLAN MUST BE APPROVED BY THE ARCHITECT. ANY CHANGES TO BE MADE TO ANY PART OF THE PLAN MUST BE APPROVED BY THE ARCHITECT.



**Isometric View**

A - External Elevation and Section		1:50 to 1:20
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100	100/21/2015	100/21/2015

DATE VALID 22/12/15





**Front Elevation**  
1 : 50



**Side Elevation.**  
1 : 50



**Rear Elevation**  
1 : 50



**Side Elevation**  
1 : 50

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**Ground Floor Plan**  
1 : 50



**Isometric View**

A - External Elevation and Section		1:50	1:50
NO.	NO. Description	Date	By
01	01/21/20	01/21/20	DR
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ARCHITECTURAL

LEEDS LONDON BRISTOL BATH

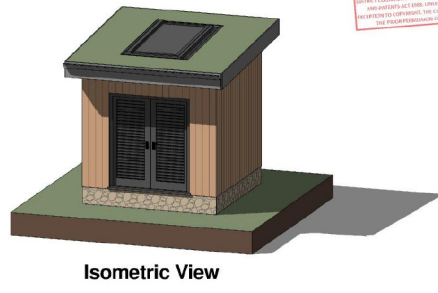
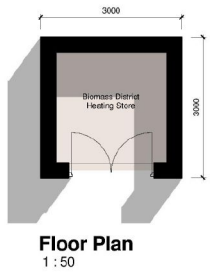
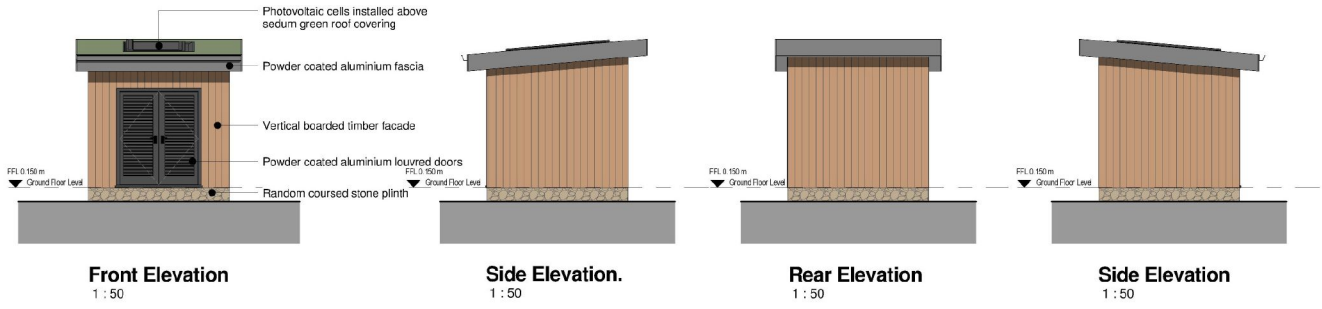
DR R. Glover

100% Satisfaction Guarantee

10 Years F. Free Plan, Drawings & 3D Models

DATE VALID 20/12/15





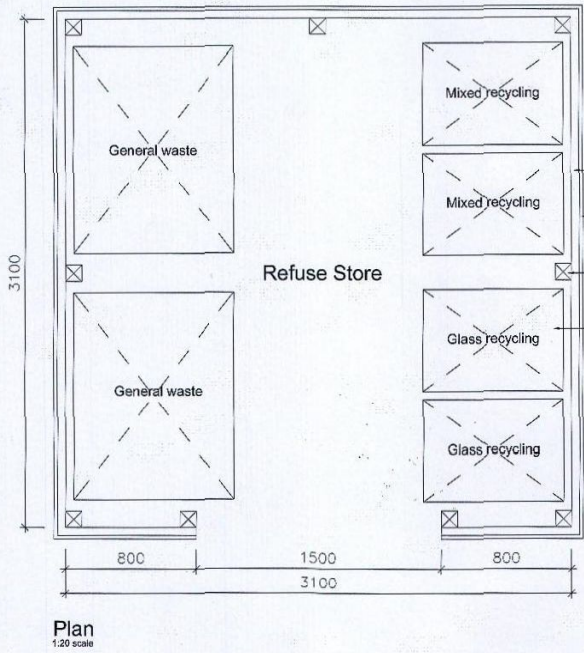
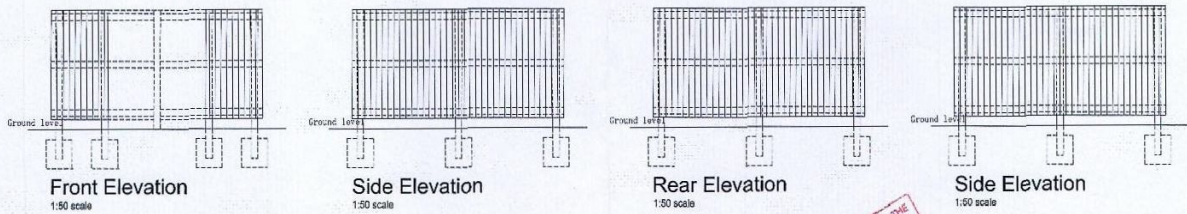
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Revision Number	Revision Description	Revision Date
01	DATE	DATE
02	DATE	DATE
03	DATE	DATE
04	DATE	DATE

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 LEEDS LONDON DORSET WYOMING  
 The Coach House, Mark Fyfe, 111 Mark Fyfe, Leeds, LS2 5DL. Tel: 0113 277 8811 www.darntonegs.com

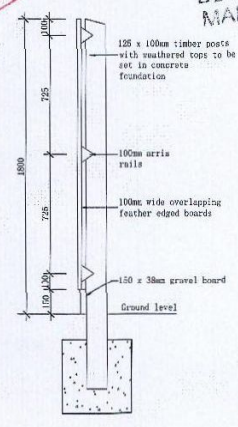
CLIENT: Dr R. Clever		
PROJECT: Proposed Habitat Cottages, Fyfe Street, Sheriff Hutton		
DRAWING: Biomass District Heating Store Details		
SCALE: 1:50		
DATE: 15/10/15	DESIGNER: JG	CHECKED: RY
DRAWING NO: 9938-20-08	REVISION:	

DATE VALID 22/12/15



- 100mm arria rails
- 100mm wide overlapping feather edged boards
- 125 x 100mm timber posts with weathered tops to be set in concrete foundation
- 2x 1100 litre capacity continental refuse storage bins for general waste, 2x 240 litre bins for mixed recycling and 2x 240 litre bin for glass recycling. Bins to be placed at the back of the public footpath on Finkle Street by the management company on bin collection days.

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Section  
1:20 scale

RYEDALE DM  
 22 DEC 2015  
 DEVELOPMENT  
 MANAGEMENT  
 15/0134/FC

NO. 1021	DR. R. GLOVER
DATE	DATE
DESCRIPTION	DESCRIPTION
PROJECT	PROJECT
CLIENT	CLIENT
SCALE	SCALE
DATE	DATE
NO. 1021	DR. R. GLOVER
DESCRIPTION	DESCRIPTION
PROJECT	PROJECT
CLIENT	CLIENT
SCALE	SCALE
DATE	DATE

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Lead Office:  
 The Coach House, Mill Lane, Finkle Street, Sherff Hutton, Leeds LS20 8DU  
 T: 0113 277 86001 F: 0113 277 86002 www.darntonegs.com

CLIENT:  
 Dr R. Glover

PROJECT:  
 Proposed Holiday Cottages  
 Finkle Street, Sherff Hutton

DRAWING:  
 Refuse Store Details

SCALE:  
 1:50 @ A3

DATE:  
 October 2015

DRAWING NUMBER:  
 9808 [ 20 ] 07

REVISIONS:  
 1. 2015.10.07  
 2. 2015.10.07

mmplanning

## DESIGN AND ACCESS STATEMENT

### Creation of a Holiday Park on land north of the Finkle Street, Sheriff Hutton



Melissa Madge MRTPI  
Chartered Town Planner  
Amended December 2015

## CONTENTS

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## APPENDICES

Appendix A	Photographs
Appendix B	Bus Service Time Tables

## **Introduction**

- 1.1 This proposal relates to the creation of a holiday park (“the Application”) on land north of Finkle Street, Sheriff Hutton (“the Site”). The Application is made on behalf of Dr R Glover (“the Applicant”).
- 1.2 The Town and Country Planning (General Development Procedure) Order 2015 requires applications of this type to be accompanied by a Design and Access Statement. The purpose of this part of the Application submission is to provide an assessment and evaluation of the Site and proposal in conjunction with a review of local and national planning policy, giving due consideration to all material planning considerations.

## **Site Description and History**

- 2.1 The Site is located to the south west of the village of Sheriff Hutton and east of the established Sheriff Hutton Industrial Park. There are a number of residential properties to the east and the Site is separated from these adjacent developments by open fields; one of which is in the Applicant’s ownership. The exact location of the Site is identified on Drawing Number 9908-90-01. On that drawing the Site is edged in red and other land in the Applicant’s ownership is edged in blue. The Site covers an area of approximately 0.7 ha and is approximately 45 m wide by 153 m deep.
- 2.2 The Site is currently an open field laid to grass. There are established hedgerows to the outer boundaries and the frontage hedgerow along Finkle Street is interspersed with mature trees. The Photographs contained in Appendix A show the extent of the Site, its existing access and its surroundings.
- 2.3 Having checked on the local planning authority’s (“LPA’s”) Public Access system, the Site has not been the subject of any previous planning applications. The historic use of the Site is therefore considered confirmed as agricultural in nature.



## The Application Proposal

- 3.1 The Applicant proposes to development a holiday park consisting of 10 timber holiday cottages; these would have a life expectancy of 15 years. These will be accessed by vehicular traffic from Finkle Street via the existing access. This access will be widened and reconstructed to the Highway Authority's relevant verge crossing construction requirements.
- 3.2 The holiday cottages will be served by a distribution road primarily located adjacent to the eastern site boundary. This road will continue through the Site to the northern boundary to provide access for the Applicant's tractor to enter the Site to undertake grass cutting and maintenance works. The Applicant's general purpose agricultural building is located to the north of the Site; this is where the tractor is stored and as it is not road worthy it will access the Site through the adjoining arable fields. The proposed layout of the Site is shown on Drawing Number 9908-90-02C.
- 3.3 The holiday cottages would be served by a 'district' biomass heating system. The Applicant would operate a single biomass boiler with each holiday cottage being served from this central boiler. In addition, each holiday cottage would be provided with photo voltaic panels in order to generate their own electricity. The 'district' biomass boiler would supplement this energy generation.
- 3.4 A total of six different holiday cottages are proposed which would enjoy a variety of finishes, although they would all be constructed from timber. The holiday cottages would provide a mix of two and three bedroom accommodations. A total of 6 two bedroom holiday cottages and 4 three bedroom holiday cottages would be provided. Each holiday cottage would be provided with an amenity area and parking provision for two cars. Specimen tree planting and hedging would be provided to ensure each holiday cottage had a reasonable degree of privacy.
- 3.5 A central bin storage and recycling area would be provided towards the Site frontage, which would be screened by the existing hedgerow. Additional tree planting and hedging would be undertaken.



## Design Assessment

4.1 USE: The Site lies outside the development limit boundary identified for the village within the Ryedale Local Plan (2002). The recently adopted Local Plan Strategy, at Policy SP8, confirms that tourism contributes to providing a sustainable and diverse economy for the District. It goes on to offer support to the provision of a range and choice of quality tourist accommodations that encourage all year round tourism. The provision of new chalet style self-catering accommodation that can be accommodated without an unacceptable visual intrusion or impact on the character of the locality will be supported. The principle of development is therefore considered to be policy compliant.

4.2 SCALE: The Site covers an area of approximately 0.7 ha and 10 holiday cottages are being proposed. This equates to a density of 14 holiday cottages to the hectare which is considered to be reasonable for this open countryside location.

The holiday cottages are all to be single storey. The existing hedgerow screening coupled with the relatively level nature of the Site will ensure that the development does not appear visually intrusive within its landscape setting.

The scale of the proposed development is therefore considered to be policy compliant.

4.3 LAYOUT: The width and depth of the Site constrains its layout to some degree but this is also seen as an advantage in terms of reducing the overall visual dominance of the proposal and in terms of providing privacy and amenity space for tourists making use of the accommodation. The layout is shown on Drawing Number 9908-90-02C.

Each holiday cottage would be accessed from the shared accommodation road and would be provided with two car parking spaces. An area of private amenity space commensurate with the accommodation it serves will be provided to each unit.

The proposal is considered to accord with all relevant planning policies and in particular SP20.

4.4 APPEARANCE: Each of the holiday cottages has been designed to provide an individualistic appearance. A variety of timber and render wall finishes are also proposed

to provide interest and to reflect the traditional materials utilised within the locality. The elevations and floor plans for each holiday cottage are shown on Drawing Numbers:-

9908-20-01D

9908-20-02B

9908-20-03A

9908-20-04A

9908-20-05A

9908-20-06A

- 4.5 **LANDSCAPING:** The existing boundary hedgerows and mature trees will be retained. Additional landscaping will be undertaken throughout the Site to provide privacy between units and to supplement the existing level of screening. The proposed landscaping scheme is shown on Drawing Number 9908-90-02C and it is confirmed that the Applicant would have no objection to the imposition of a condition requiring this landscaping to be carried out.
- 4.6 **COMBATING CLIMATE CHANGE:** This will be addressed through the construction process to ensure that each holiday cottage has sufficient insulation. The central 'neighbourhood' biomass boiler will ensure that a degree of control over heating within each unit is exercised. The generation of electricity via the photo voltaic panels will also reduce the Site's dependency upon the national grid.

## **Access Assessment**

- 5.1 The Application Site is within walking distance of the village, where the public house has recently re-opened and where there are a Tea Shop & Deli, a Post Office (in new ownership), repairs garage and a village hall.
- 5.2 A regular bus service operates between York and Castle Howard which passes through the village. A further summer service is operated to Helmsley. Copies the timetables can be found in Appendix B. These services would provide a sufficient service to cater for tourists and for staff that may live outside the village.

- 5.3 Each unit would be constructed to meet modern building regulation requirements in terms of disabled access.

## **Development Plan and Policies**

- 6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that all planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. In this instance the statutory development plan consists of the Local Plan Strategy (adopted September 2014) and any saved policies found within the Ryedale District Local Plan. Regard must also be had to the National Planning Policy Framework.

### **NATIONAL PLANNING POLICY FRAMEWORK (“NPPF”)**

- 6.2 The NPPF was published by Government in March 2012, immediately replacing Planning Policy Statements (PPS) and Planning Policy Guidance (PPG). The NPPF delivers the Government’s aims of promoting a pro-growth planning system, which has at its core a presumption in favour of sustainable development. The NPPF provides the national planning policy framework of relevance to the determination of this Application.
- 6.3 Section 1 of the NPPF sets out the Government’s policy objectives for planning, it is based on the need to integrate and promote the key themes of sustainable development, economic development, social inclusion and environmental protection. The NPPF continues to promote the plan-led system, which means there is a preference for planning applications to be determined against policies within the adopted Development Plan.
- 6.4 Section 3 deals specifically with the need to support a prosperous rural economy and supporting sustainable rural tourism is identified as a key contributor to this. The provision of addition visitor accommodation would provide additional support to existing businesses catering to the tourist industry and for local services that also benefit local residents. The construction phase of the development would also secure long term

employment for a local joiner and provide a significant boost to his business. The development when complete would also provide jobs for 2 to 3 people in its own right.

- 6.5 Section 7 sets out the Government's aspirations for the design of new development and states that the Government attaches great importance to the design of the built environment. It places the emphasis back on local planning authorities to develop policies which advocate good design to ensure the overall quality of an area is upheld.
- 6.6 In respect of decision taking, the NPPF encourages local planning authorities to look for solutions rather than problems. LPAs should work proactively to secure developments that improve the economic, social and environmental conditions of an area.

#### LOCAL PLANNING POLICY

- 6.7 The Ryedale Plan – Local Plan Strategy contains a considerable number of policies; those of relevance to this proposal are listed below:-
- SP8: Tourism
  - SP16: Design
  - SP19: Presumption in Favour of Sustainable Development
  - SP20: Generic Development Management Issues
- 6.8 In terms of SP8, this confirms that the LPA will encourage sustainable tourism which minimises its environmental impact upon the District. It also offers support to the provision of new chalet self-catering accommodation in the open countryside. Whilst the accommodation is described in this application as 'holiday cottages' the proposed units are essential timber chalets that would have a life expectancy of 15 years and as such they are considered to comply with the terms set out in this policy. The Site is well screened and it is not considered that it would have any adverse impact upon the character or quality of the surrounding landscape in this particular area.
- 6.9 Policy SP16 sets out the LPA's approach to the design of new developments. The proposal is considered to be in keeping with the area surrounding the village which is home to a number of local businesses. Existing business and developments are to be



found on the nearby industrial estate and in the form of a number of other holiday parks and caravan sites to be found in the wider locality. The Site is accessible to the village on foot via the existing footway that runs passed the site all the way into the village. The scheme incorporates a variety of finishes and incorporates substantial landscaping proposals. The scheme would not harm any historic or otherwise important vistas. The proposal is considered to accord with the thrust of Policy SP16.

- 6.10 Policy SP19 effectively repeats Paragraph 14 of the NPPF and confirms the approach to be taken in respect of supporting sustainable development that accords with an up to date development plan. The proposal accords with the LPA's policy relating to tourism development and as such represents sustainable development. The Application should therefore be approved without delay.
- 6.11 Policy SP20 sets out the general material considerations that every application will be considered against. The proposal will respect the existing character and appearance of the Site. The design of the scheme has been carried out having regard to Policy SP16 and as such the scale, form and materials are considered appropriate. The scheme will provide a high level of amenity for future visitors to the district whilst having a minimal impact upon the level of amenity that the site currently provides to the area. Access to the Site will be improved to the satisfaction of the local highway authority. The surrounding road network can accommodate cyclists and pedestrians have access to a footway into the village and to the nearby industrial estate where a hot food take-away operates. The proposal is considered to be of insufficient scale to require a Travel Plan.
- 6.12 There not considered to be any saved policies of relevance to this proposal.

## **Other Material Considerations**

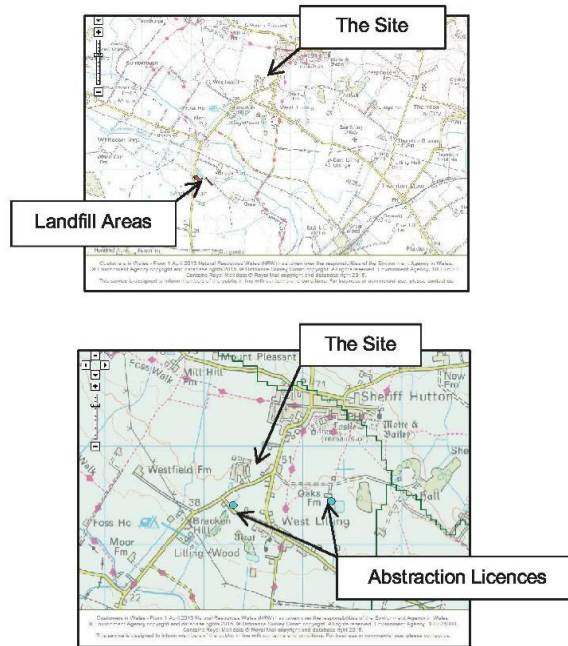
### **7.1 ECOLOGY**

- 7.1.1 The Application is accompanied by an Extended Phase 1 Habitat Survey produced by BL Ecology. The Applicant would have no objection to the imposition of conditions requiring the recommendations of the report to be carried out.

## 7.2 CONTAMINATION ASSESSMENT

7.2.1 The Site has not been used to store oils or other fuels. There are no existing buildings or areas of hardstanding. The Site is known to have only been used for agricultural use. The Site is also surrounded by open fields.

7.2.2 The Environment Agency's website does not identify any issues that would affect the development of Site. The nearest abstraction licence is located over 500 m away to the south west as shown below and the nearest landfill is located to the south of the Site as shown below.



7.2.3 Given the historic use of the Site and neighbouring land uses the probability of the Site being contaminated or affected by contamination is considered to be low. There would however be no objection to the imposition of a condition requiring Contamination survey to be undertaken if the proposal is ultimately approved.



### 7.3 FLOOD RISK

7.3.1 The Site lies within flood zone 1 according to the Environment Agency's flood zones and the Site is less than 1 ha in area. As such there is no requirement for a site specific flood risk assessment to be undertaken.

### 7.4 HERITAGE

7.4.1 The nearest Listed Building to the Site is Sheriff Hutton Castle; this is located some considerable distance from the Site. The proposal would not therefore have any impact upon the setting of any listed buildings as there are considered to be none within close proximity to the Site. The Site is not located within a Conservation Area nor does it have any impact on views into or out of such an area.

7.4.2 In terms of archaeology, given that there are a number of historically important buildings within the wider locality it is considered that the Site could contain historic remains and as such an Archaeological Report has been commissioned. Onsite Archaeology Ltd were commissioned to undertake the survey and their findings are in the Report that accompanies this application submission.

## Conclusion

8.1 The proposal is considered to be policy compliant. The proposal would make significant and positive contribution towards the provision of high quality tourist accommodation within the District. This will boost the local rural economy, offering employment to local people and helping to support local service facilities such as the public house, Tea Shop & Deli, etc. In accordance with the provisions of the NPPF this application should therefore be approved without delay.

**APPENDIX A:  
Photographs**



The Site looking south towards Finkle Street



The Site looking south east towards the adjacent dwellings



The Site looking east across the adjacent field towards Council Houses



Looking down the western boundary towards Finkle Street with the Industrial Estate on the far right of the photograph





Looking towards the northern boundary with the Applicant's home in the background



The existing access on to Finkle Street

**APPENDIX B:  
Bus Timetables**





Operated by

**STEPHENSONS**

**Service number:**

180 - 181

**Timetable valid from:**

1st February 2015

**Timetable description:**

Castle Howard - York

**What's changed:**

Current 0720 journey from Welburn will now commence from Sheriff Hutton @ 0743.  
Current 1740 journey from York will no longer operate on request from Thornton Le Clay.

**Operator contact details:**

Moor Lane Industrial Estate  
Tholthorpe, York, YO61 1SR

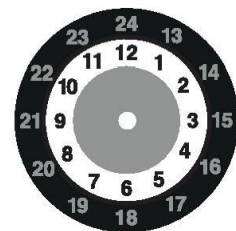
Tel: 01347 838990

Fax: 01347 830189

Email: [sales@stephensonsofeasingwold.co.uk](mailto:sales@stephensonsofeasingwold.co.uk)

24 hour clock  
North Yorkshire timetables  
use the 24 hour clock.  
Examples of this are below:

9.00am is shown as 0900  
2.15pm is shown as 1415  
10.25pm is shown as 2225



North Yorkshire County Council is working hard to ensure that local bus services are fully accessible to all. For further detailed information about accessibility please contact the local bus operator prior to travel. The county council has produced this information in good faith, but cannot accept responsibility for errors or subsequent alterations to services.



**traveline**  
**public transport info**  
**0871 200 22 33**

(Calls from landlines cost 10p per minute)  
Mobile phone costs may vary

**180, 181 ▶ Monday to Saturday**

Castle Howard ▶ York

Service number:	181	181	181	180	181
Castle Howard, Grounds	-	-	1200	1420	1705
Welburn, Main Street	-	0920	-	-	-
Bulmer, Post Office Row	-	0925	-	-	-
Coneysthorpe, Hepton Hill	-	-	-	1424	-
Terrington, Post Office	-	-	-	1433	-
Scackleton, Scackleton Lane	-	-	-	1441	-
Foston, Main Street	-	0933	1208	-	1713
Thornton-le-Clay, High Street	-	0935	1210	-	1715
Sheriff Hutton, Main Street	0743	0943	1218	1453	1723
West Lilling, Goose Track Lane	0747	0947	1222	1457	1727
Flaxton, Bull Moor Lane	0754	0954	1229	1504	1734
Claxton, Winthorpe	0759	0959	1234	1509	1739
Sand Hutton, Primary School	0802	1002	1237	1512	1742
Hopgrove, Hopgrove Farm	0810	1010	1245	1520	1750
Heworth, Elmpark Way	-	1015	1250	1525	1755
York, Stonebow Stop A	0822	1022	1257	1532	1802
York, Station Avenue	0828	1028	1303	1538	1808

**180, 181 ▶ Monday to Saturday**

York ▶ Castle Howard

Service number:	180	181	181	181	181
York, Station Avenue	0910	1110	1310	1540	1740
York, Stonebow Stop D	0923	1123	1323	1553	1753
Heworth, Elmpark Way	0928	1128	1328	1558	-
Hopgrove, The Hopgrove	0933	1133	1333	1603	1803
Sand Hutton, Primary School	0941	1141	1341	1611	1811
Claxton	0944	1144	1344	1614	1814
Flaxton, Bull Moor Lane	0949	1149	1349	1619	1819
West Lilling, Goose Track Lane	0956	1156	1356	1626	1826
Sheriff Hutton, Main Street	1000	1200	1400	1630	1832
Scackleton, Scackleton Lane	1012	-	-	-	-
Terrington, Post Office	1020	-	-	-	-
Coneysthorpe, Hepton Hill	1029	-	-	-	-
Thornton-le-Clay, High Street	-	1208	1408	1638	-
Foston, Main Street	-	1210	1410	1640	-
Welburn, Main Street	-	-	-	1648	-
Bulmer, Post Office Row	-	-	-	1653	-
Castle Howard, Grounds	1033	1218	1418	1659	-



Operated by

**STEPHENSONS**

**Service number:**

180 - 181

**Timetable valid from:**

1st February 2015

**Timetable description:**

Castle Howard - York

**What's changed:**

Current 0720 journey from Welburn will now commence from Sheriff Hutton @ 0743.  
Current 1740 journey from York will no longer operate on request from Thornton Le Clay.

**Operator contact details:**

Moor Lane Industrial Estate  
Tholthorpe, York, YO61 1SR

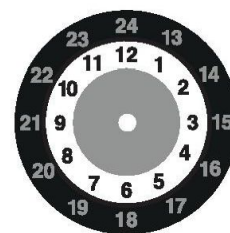
Tel: 01347 838990

Fax: 01347 830189

Email: [sales@stephensonsofeasingwold.co.uk](mailto:sales@stephensonsofeasingwold.co.uk)

24 hour clock  
North Yorkshire timetables  
use the 24 hour clock.  
Examples of this are below:

9.00am is shown as 0900  
2.15pm is shown as 1415  
10.25pm is shown as 2225



North Yorkshire County Council is working hard to ensure that local bus services are fully accessible to all. For further detailed information about accessibility please contact the local bus operator prior to travel. The county council has produced this information in good faith, but cannot accept responsibility for errors or subsequent alterations to services.



**traveline**  
**public transport info**  
**0871 200 22 33**

(Calls from landlines cost 10p per minute)  
Mobile phone costs may vary

**180, 181 ▶ Monday to Saturday**

Castle Howard ▶ York

Service number:	181	181	181	180	181
Castle Howard, Grounds	-	-	1200	1420	1705
Welburn, Main Street	-	0920	-	-	-
Bulmer, Post Office Row	-	0925	-	-	-
Coneysthorpe, Hepton Hill	-	-	-	1424	-
Terrington, Post Office	-	-	-	1433	-
Scackleton, Scackleton Lane	-	-	-	1441	-
Foston, Main Street	-	0933	1208	-	1713
Thornton-le-Clay, High Street	-	0935	1210	-	1715
Sheriff Hutton, Main Street	0743	0943	1218	1453	1723
West Lilling, Goose Track Lane	0747	0947	1222	1457	1727
Flaxton, Bull Moor Lane	0754	0954	1229	1504	1734
Claxton, Winthorpe	0759	0959	1234	1509	1739
Sand Hutton, Primary School	0802	1002	1237	1512	1742
Hopgrove, Hopgrove Farm	0810	1010	1245	1520	1750
Heworth, Elmpark Way	-	1015	1250	1525	1755
York, Stonebow Stop A	0822	1022	1257	1532	1802
York, Station Avenue	0828	1028	1303	1538	1808

**180, 181 ▶ Monday to Saturday**

York ▶ Castle Howard

Service number:	180	181	181	181	181
York, Station Avenue	0910	1110	1310	1540	1740
York, Stonebow Stop D	0923	1123	1323	1553	1753
Heworth, Elmpark Way	0928	1128	1328	1558	-
Hopgrove, The Hopgrove	0933	1133	1333	1603	1803
Sand Hutton, Primary School	0941	1141	1341	1611	1811
Claxton	0944	1144	1344	1614	1814
Flaxton, Bull Moor Lane	0949	1149	1349	1619	1819
West Lilling, Goose Track Lane	0956	1156	1356	1626	1826
Sheriff Hutton, Main Street	1000	1200	1400	1630	1832
Scackleton, Scackleton Lane	1012	-	-	-	-
Terrington, Post Office	1020	-	-	-	-
Coneysthorpe, Hepton Hill	1029	-	-	-	-
Thornton-le-Clay, High Street	-	1208	1408	1638	-
Foston, Main Street	-	1210	1410	1640	-
Welburn, Main Street	-	-	-	1648	-
Bulmer, Post Office Row	-	-	-	1653	-
Castle Howard, Grounds	1033	1218	1418	1659	-



Operated by

**STEPHENSONS**

**Service number:**

185

**Timetable valid from:**

5th April 2015

**Timetable description:**

Monks Cross - Helmsley

**What's changed:**

Summer seasonal service operating Sundays only from 5th April to 30th August 2015.

**Operator contact details:**

Moor Lane Industrial Estate  
Tholthorpe, York, YO61 1SR

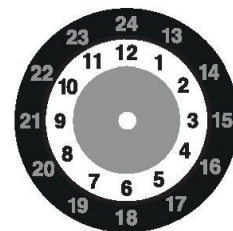
Tel: 01347 838990

Fax: 01347 830189

Email: [sales@stephensonsofeasingwold.co.uk](mailto:sales@stephensonsofeasingwold.co.uk)

24 hour clock  
North Yorkshire timetables  
use the 24 hour clock.  
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**traveline**  
**public transport info**  
**0871 200 22 33**

(Calls from landlines cost 10p per minute)  
Mobile phone costs may vary

**185 ▶ Sunday**

Monks Cross ▶ Helmsley

Monks Cross	1017
Strensall, Library	1027
Sheriff Hutton, Main Street	1034
Castle Howard, Grounds	1045
Terrington, Post Office	1054
Terrington, Lavender Farm	1055
Hovingham, Worsley Arms Hotel	1105
Nunnington Hall	1115
Helmsley, Market Place	1125

**185 ▶ Sunday**

Helmsley ▶ Monks Cross

Helmsley, Market Place	1325	1600
Nunnington Hall	1335	1610
Hovingham, Worsley Arms Hotel	1345	1620
Terrington, Lavender Farm	1355	1630
Terrington, Post Office	1356	1631
Castle Howard, Grounds	1405	1640
Sheriff Hutton, Main Street	1416	1651
Strensall, The Half Moon	1423	1658
Monks Cross	1433	1708



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**Subject:** 15/01384/FUL Land east of Sheriff Hutton Ind Est  
**Attachments:** 1501384FUL Planning Objection Holiday Cottages.pdf

---

**From:** Louise Pink [mailto:sheriffhuttonparishcouncil@gmail.com]  
**Sent:** 22 January 2016 20:11  
**To:** Tim Goodall  
**Subject:** Re: Planning Application 15/01384/FUL

Dear Tim,

Please find attached details of an objection by Sheriff Hutton Parish Council in relation to planning application 15/01384/FUL - Lane East of Sheriff Hutton Parish Council.

You mentioned previously that if the application was recommended for approval it would go to the planning committee in February. Do you know if this is now definitely the case and if so, what date will the committee meeting take place and will this meeting be a closed meeting or can members of the public attend?

I await your reply and confirmation that you have received the Parish Council's objection.

Best Regards,

Louise  
Clerk - Sheriff Hutton Parish Council

**OBJECTION** - Planning Application 15/01384/FUL – Land East of Sheriff Hutton Industrial Estate

Change of use of agricultural land to form a holiday park to include erection of 10 no. holiday cottages.

**Sheriff Hutton Parish Council wish to OBJECT to the above planning application on the following grounds:-**

- The Parish Council have strong concerns over the proposed access. It has been highlighted previously by NYCC Highways department to the applicant that the access gate can be reinstated but that it should be used for occasional use and not involving any large or heavy vehicles. If the development was to go ahead the plans show that no other access would be made available and the reinstatement of the access gate onto the Main Road would be the only access in and out of the site. Therefore, all holiday cottage traffic would use this access, as well as refuse lorries on a weekly basis and all the construction vehicles when the site was being built. This would far exceed occasional use.
- Concerns regarding the proximity to the main road. The Parish Council feel that the first holiday cottage will be sited too close to the road and a better solution to be investigated would be for the development to be pulled back from the road and sited further down the field.
- Concerns over whether refuse lorries will be able to enter and depart the site safely and whether they will have sufficient space to turn around without the need to reverse onto the main road.
- The Parish Council feel that the existing road, further along the main road would provide a more suitable access point. The planning documents do not show any provision on site for a reception area / building for key collection, drop off or any inquiries from the holiday makers. Presuming these will be provided from the owners home via the current access road the Parish Council feel that access to the site would be more appropriate down the existing access from Cottage Lane. This would have the added benefit of a more secure site where access can be easily monitored and

the speed of the traffic is reducing as it is closer to the start of the 30mph speed limit.

- The Parish Council consider that the proposed development will be sited too close to the nearby aircraft landing strip.
- Due to the type of agricultural land - rig and furrow, the Parish Council are not confident that this will be retained and any damage caused to the rig and furrow during site construction may mean that it is impossible to restore. A sewerage system will need to be installed and as building regulations have set depths which must be adhered to which given the undulating nature of the site these would need to be excessively deep to be covered in the furrow bottoms.
- The Parish Council are not convinced that the biomass heating store will be sufficient for the number of proposed cottages.
- Concern over the finish of the proposed cottages as the information on this within the current plans is very vague.
- Concerns relating to screening. This has not been developed in the plans fully. The Parish Council would ask for a substantial increase in the screening from the main road.
- The plans show no amenity/play area provided. Due to the shape and size of the plot approx a fifth of the site is covered with road ways and bordered on one side by a busy road and on another by a private air strip. The Parish Council feel that this is not a safe environment for any families visiting the site for any length of time.
- The Parish Council have concerns that the cottages could ultimately become permanent dwellings. If the application was to be approved the Parish Council would ask for restrictions to be placed on the usage of the cottages and a maximum duration be stated so that in future the cottages cannot be occupied on a full time basis.

**As this planning application stands the Parish Council consider that it should be REJECTED.**

# Agenda Item 15

## RYEDALE DISTRICT COUNCIL

### PLANNING COMMITTEE - 16 FEBRUARY 2016

#### Report of the Head of Planning

#### Untidy site due to the storage of spoil, rubble and building materials at Land adjacent to Dhekelia, Moor Lane, Broughton, Malton

##### Purpose of the Report

To advise Members of the condition of land adversely affecting the amenity of the neighbourhood and recommend an appropriate course of action.

#### 1. SITE LOCATION

1.1 The site lies to the south of a residential property known as Dhekelia within the development limits of Broughton. The site was formally the amenity space to this property but is now under separate ownership. There are no constraints on the site. The village is not a designated Conservation Area.

#### 2. CONDITION OF LAND ADVERSELY AFFECTING THE AMENITY OF THE NEIGHBOURHOOD

2.1 The condition of land adversely affecting the amenity of the neighbourhood comprises :

The land known as land adjacent Dhekelia has remained undeveloped and is being used as a dumping site for spoil, rubble, general waste and building materials . It is understood that the materials kept on the site had come originally from the redevelopment of Dhekelia but are also being imported from a building site in Amotherby. It is understood that the site at Amotherby is also owned by the occupier of the land the subject of this report. .

#### 3. HISTORY

3.1 13/01099/OUT. Erection of 1 no. dwelling (site area 0.0282 ha). Approved

3.2 15/00358/FUL. Erection of a 3 bedroom detached dwelling and detached 1 bay garage together with formation of vehicular access (revised details to outline approval 13/01099/OUT dated 25.07.2014). Withdrawn

3.3 16/00045/FUL. Erection of 1no. four bedroom detached dwelling with garden shed and formation of vehicular access. Pending consideration

#### 4. APPRAISAL

4.1 Section 215 (s215) of the Town & Country Planning Act 1990 (the Act) provides a local planning authority (LPA) with the power, in certain circumstances, to take steps to require the proper maintenance of land by requiring land to be cleaned up when its condition adversely affects the amenity of the area. If it appears that the amenity of part of their area is being adversely affected by the condition of neighbouring land and buildings, they may serve a notice on the owner requiring that the situation be remedied. These notices set out the steps that need to be taken, and the time within which they must be carried out.

- 4.2 The site the subject of this report is a street frontage plot within the centre of the predominantly residential village of Broughton. Prior to being separated from the host dwelling Dhekelia, the site was a well maintained garden with low level fencing along the street frontage boundary. However since being separated the site has remained unoccupied. Members will note that whilst there has been previous planning permissions granted to develop the site for one dwellinghouse a lawful start has not been made. There is currently an application pending for the erection of a dwelling.
- 4.3 The Local Planning Authority received a complaint in June 2015 which expressed concern that not only was there a spoil heap on the site but that it was starting to spill onto the footpath. When officers initially visited the site, The spoil heap, situated on the western boundary, was estimated to be approximately 5 feet high running almost the entirety of the width of the site. The heap is made up of spoil, rubble and building materials. It was obvious that the heap had been there for a period of time as the heap had signs of vegetation. Officers discovered that in addition to the heap the site had also been used for the disposal of other building materials including insulation, plastic and large builders sacks.
- 4.4 Officers concluded that due to the spoil heaps nature, size and location it appears as a incongruous feature within the wider street scene, and as such is having a detrimental impact on the amenity of the area.
- 4.5 Officers have requested on two separate occasions that the owner of the site remove the spoil heap from the site. These requests have been ignored and an officer site visit on the 3 February 2016 concluded that the spoil heap remains in situ. It has however been noted that the building sacks have been removed and although the spoil heap remains on the boundary to the footpath it was no longer on the footpath .
- 4.6 In view of the nature of the complaints received, the lack of any communication from the land owner and the evidence of the use and appearance of the site, it is considered that the Local Planning Authority should take action to remedy the situation.

5. WHY IS IT CONSIDERED EXPEDIENT TO SERVE A SECTION 215 NOTICE?

5.3 The expediency reason to serve a section 215 notice is outlined below:

1. The appearance of this land due to the amount of spoil, rubble, builders materials and general waste is having a detrimental impact on the visual amenity of the area as by the nature, scale and siting of the materials. The site is visually intrusive within the wider residential setting. For those reasons it is considered that the amenity of the area is adversely affected by the condition of the land adjacent to Dhekelia, Moor Lane, Broughton.

6. STEPS NECESSARY TO REMEDY THE DETRIMENTAL IMPACT ON THE VISUAL AMENITY OF THE NEIGHBOURHOOD

- 6.1 This report seeks authorisation for the Council Solicitor in consultation with the Head of Planning and Housing to serve a Section 215 Notice requiring the land to be cleaned up. In order to achieve compliance the necessary steps include:
1. Remove from the land all builders materials, general waste, spoil and rubble.
  2. Restoration and levelling of the land to its former condition, through the removal of the above.
  3. Cultivate and seed the land with lawn seed

6.2 To authorise the Council Solicitor to take the following action:

a) Seek prosecution for the non-compliance of the section 215 Notice.

AND / OR

b) Make arrangements for direct action to carry out the works specified in steps 1 to 3 of paragraph 6.1 above to tidy the land ; and

c) To take all necessary steps to secure the recovery of all costs incurred by the placing of a charge on the property.

## 7. SUGGESTED PERIOD FOR COMPLIANCE

7.1 The suggested period for compliance is one month in respect of a Section 215 Notice.

### Recommendation

A. The Council Solicitor be authorised in consultation with the Head of Planning and Housing Services to issue a notice pursuant to section 215 of the Town and Country Planning Act 1990 (as amended) requiring :

1. The removal from the land the builders materials, general waste, spoil and rubble
2. Restoration and levelling of the land to its former condition, through the removal of the above .
3. Cultivate and seed the land with a lawn seed

B. To authorise the Council Solicitor to take the following action:

a) Seek prosecution for the non-compliance of the section 215 Notice.

AND / OR

b) Make arrangements for direct action to carry out the works specified in steps 1 to 3 of paragraph 6.1 above to tidy the land ; and

c) To take all necessary steps to secure the recovery of all costs incurred by the placing of a charge on the property.

Reason for Recommendation – to enable the problem to be resolved as effectively as possible because the poor condition of the site and appearance of the land is detrimental to the surrounding area and neighbourhood. The despoiled land is affecting the amenity of the area and the builders rubble and other materials are visually intrusive.

### Background Papers

Investigation file 15/00048/ ENF215



# Land South of Dhekelia, Broughton



Not Set



**Scale:** 1:1,250

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Organisation	Ryedale District Council
Department	Planning
Comments	Not Set
Date	08/02/2016
MSA Number	Not Set

# Agenda Item 17

## RYEDALE DISTRICT COUNCIL

### APPLICATIONS DETERMINED BY THE DEVELOPMENT CONTROL MANAGER IN ACCORDANCE WITH THE SCHEME OF DELEGATED DECISIONS

PERIOD 11 JANUARY - 5 FEBRUARY 2016

---

1.

**Application No:** 15/01028/FUL **Decision: Refusal**  
**Parish:** Heslerton Parish Council  
**Applicant:** Mrs Paula Wilson  
**Location:** Manor Wold Farm East Heslerton Malton North Yorkshire YO17 8RN  
**Proposal:** Change of use of land to a 4no. touring caravan and 10no. tent camping site to include siting of associated toilet and shower facility consisting of 2no. pods

---

2.

**Application No:** 15/01162/FUL **Decision: Approval**  
**Parish:** Hutton-le-Hole Parish Council  
**Applicant:** Mr R Smith  
**Location:** Barn Folly East Of Ravenswick Hall Swineherd Lane Kirkbymoorside  
**Proposal:** Rebuilding and extension of existing derelict barn to include erection of tower and raising of roof height to form folly

---

3.

**Application No:** 15/01175/ADV **Decision: Approval**  
**Parish:** Malton Town Council  
**Applicant:** Fitzwilliam (Malton) Estate (Mr A Welburn)  
**Location:** 20 Castlegate Malton North Yorkshire YO17 7DT  
**Proposal:** Display of 1 no. non-illuminated sign to east elevation

---

4.

**Application No:** 15/01188/LBC **Decision: Approval**  
**Parish:** Malton Town Council  
**Applicant:** Fitzwilliam (Malton) Estate (Mr Alex Welburn)  
**Location:** 20 Castlegate Malton North Yorkshire YO17 7DT  
**Proposal:** External alterations to include the display of 1 no. non-illuminated sign to east elevation

---

5.

**Application No:** 15/01229/LBC **Decision: Approval**  
**Parish:** Ebberston Parish Council  
**Applicant:** Mr & Mrs M Spaven  
**Location:** Westwood Bam 79A Main Street Ebberston Scarborough North Yorkshire YO13 9NR  
**Proposal:** External and internal alterations to allow conversion of barn to a three bedroom dwelling to include formation of first floor and opening up of blocked doorway on east elevation

---

6.  
**Application No:** 15/01273/LBC **Decision: Approval**  
**Parish:** Settrington Parish Council  
**Applicant:** Birdsall Estates Co. Ltd (Mr Simon Fairbank)  
**Location:** Fishers Farm Town Street Settrington Malton North Yorkshire YO17 8NR  
**Proposal:** External and internal alterations to include Installation of 1no. rooflight to rear facing roof slope, installation of 1no. window to rear elevation, alteration and relocation of door and window to rear elevation and removal of stone steps to west elevation together with internal alterations including removal and alteration of existing internal walls and installation of partition wall

---

7.  
**Application No:** 15/01295/FUL **Decision: Approval**  
**Parish:** Pickering Town Council  
**Applicant:** Mr S Hanson  
**Location:** Beckside Lendales Lane Pickering North Yorkshire YO18 8EE  
**Proposal:** Change of use of agricultural land to form additional domestic curtilage.

---

8.  
**Application No:** 15/01321/ADV **Decision: Approval**  
**Parish:** Malton Town Council  
**Applicant:** (Vauxhall) Mr Stuart Carruthers  
**Location:** Vauxhall J B Motors 4 Wentworth Street Malton North Yorkshire YO17 7BN  
**Proposal:** Display of 6no. internally illuminated fascia signs, 2no. internally illuminated totem signs and 3no. non-illuminated wall-mounted signs on main building and 1no. non-illuminated wall-mounted sign to adjacent car wash building.

---

9.  
**Application No:** 15/01334/73 AM **Decision: Approval**  
**Parish:** Sherburn Parish Council  
**Applicant:** Kingspan Ltd (Alex Hewitt)  
**Location:** Kingspan St Hildas Street Sherburn Malton North Yorkshire YO17 8PQ  
**Proposal:** Variation of Condition 02 to state "the solar array shall only include the Yingli panels in accordance with the Technical Bulletin of the reflectance of Yingli Solar PV Modules," Variation of Condition 03 to state "(iii) The expiry of 25 years after either the date on which electricity from the development is first connected with the electricity grid, or 12 months after the commencement of development, whichever is earliest," and Variation of Condition 04 to replace Drawing No. 1000 with Drawing No. 1000 Rev 3 - all variations in relation to approval 14/00132/MFUL dated 20.11.2014.

---

10.  
**Application No:** 15/01363/LBC **Decision: Approval**  
**Parish:** Thixendale Parish Council  
**Applicant:** Mrs Pauline Foster  
**Location:** Dunelm Main Street Thixendale Malton YO17 9TG  
**Proposal:** External and internal alterations to include erection of a first floor extension to east elevation, replacement timber framed windows to east elevation and installation of timber door to replace window to south elevation together with alterations to internal layout.

---

**11.**  
**Application No:** 15/01364/FUL **Decision: Approval**  
**Parish:** Sproxton Parish Meeting  
**Applicant:** Mr & Mrs Alexander Lamont  
**Location:** Low Woods Farm Sproxton Helmsley YO62 5ED  
**Proposal:** Erection of a general purpose agricultural storage building

---

**12.**  
**Application No:** 15/01372/HOUSE **Decision: Refusal**  
**Parish:** Sinnington Parish Council  
**Applicant:** Mr And Mrs H J Evans  
**Location:** Willow Cottage Main Street Sinnington Pickering YO62 6SQ  
**Proposal:** Erection of single storey extension to north east elevation to form entrance hall

---

**13.**  
**Application No:** 15/01373/LBC **Decision: Refusal**  
**Parish:** Sinnington Parish Council  
**Applicant:** Mr And Mrs H J Evans  
**Location:** Willow Cottage Main Street Sinnington Pickering YO62 6SQ  
**Proposal:** Erection of single storey extension to north east elevation to form entrance hall

---

**14.**  
**Application No:** 15/01374/HOUSE **Decision: Approval**  
**Parish:** Wombledon Parish Council  
**Applicant:** Mr S Forbes  
**Location:** Lyndon House Main Street Wombledon Kirkbymoorside YO62 7RX  
**Proposal:** Extension to existing detached single garage to form garage with first floor gym.

---

**15.**  
**Application No:** 15/01375/HOUSE **Decision: Approval**  
**Parish:** Welburn (Malton) Parish Council  
**Applicant:** Mr Mark Allsop  
**Location:** The Old Chapel 62 Crambeck Village Welburn Malton North Yorkshire YO60 7EZ  
**Proposal:** Reinstatement of spire on existing renewed support framework, replacement and addition of rooflights to north and south elevations, alteration of rear porch and addition of bathroom window to north elevation

---

**16.**  
**Application No:** 15/01376/HOUSE **Decision: Approval**  
**Parish:** Aislaby, Middleton & Wrelton Parish  
**Applicant:** Mr Richardson & Mrs Trebilco  
**Location:** Orchard House Main Street Middleton Pickering North Yorkshire YO18 8PA  
**Proposal:** Installation of 2no. velux rooflights to south facing roof slope and removal of 2no. windows to east elevation (revised details to approval 15/00636/HOUSE dated 22.07.2015).

---

**17.**  
**Application No:** 15/01379/LBC **Decision: Approval**  
**Parish:** Pickering Town Council  
**Applicant:** Mr Anthony Lakin  
**Location:** 30 Eastgate Pickering North Yorkshire YO18 7DU  
**Proposal:** External alterations to include installation of replacement timber door and frame

---

**18.**  
**Application No:** 15/01380/FUL **Decision: Approval**  
**Parish:** Wombledon Parish Council  
**Applicant:** Wombledon Village Hall Committee  
**Location:** Wombledon Village Hall Page Lane Wombledon Kirkbymoorside YO62 7SE  
**Proposal:** Installation of 6no. replacement double-glazed windows to south and east elevations.

---

**19.**  
**Application No:** 15/01382/HOUSE **Decision: Approval**  
**Parish:** Aislaby, Middleton & Wrelton Parish  
**Applicant:** Mr And Mrs P Hanby  
**Location:** Applegarth Wrelton Cliff Road Wrelton Pickering North Yorkshire YO18 8PJ  
**Proposal:** Erection of a single storey extension to rear elevation and a porch to front elevation.

---

**20.**  
**Application No:** 15/01405/73A **Decision: Partial Approve/Refuse**  
**Parish:** Scrayingham Parish Council  
**Applicant:** Mr Peter Stacey  
**Location:** Manor Farm Leppington Lane Leppington Malton North Yorkshire YO17 9RL  
**Proposal:** Variation of Condition 15 of approval 14/01176/73A dated 01.04.2015 to replace Drawing No. 01.2015.PA02 Proposed Plans and Elevations Plot 2 by Drawing No. 01.2015.PA02 Rev.A Proposed Plans and Elevations Plot 2 - balustrade to rear flat roof with french doors to bedroom 2 and repositioning of chimney

---

**21.**  
**Application No:** 15/01415/FUL **Decision: Partial Approve/Refuse**  
**Parish:** Wombledon Parish Council  
**Applicant:** Mr Timothy Steele  
**Location:** Land At The Rear Of The Croft Nawton Road Wombledon Kirkbymoorside  
**Proposal:** Change of use of land to mixed use of agricultural/equestrian together with erection of stable block comprising of 4no. loose boxes for private domestic use to include temporary use as a lambing shed with formation of associated area of hardstanding, erection of shed for storage purposes (retrospective) and siting of children's play equipment within domestic curtilage.

---

**22.**  
**Application No:** 15/01421/HOUSE **Decision: Approval**  
**Parish:** Brawby Parish Meeting  
**Applicant:** Ms Marilyn Tate  
**Location:** River House Brawby Lane Brawby Malton North Yorkshire YO17 6QA  
**Proposal:** Erection of a single-storey extension to west elevation to form a sun room following removal of existing passage and utility room

---

**23.**  
**Application No:** 15/01437/HOUSE **Decision: Refusal**  
**Parish:** Marishes Parish Meeting  
**Applicant:** Ian Wilson & Rachel Campion  
**Location:** Rowan Cottage School House Hill Marishes Low Road Low Marishes Malton North Yorkshire YO17 6RJ  
**Proposal:** Erection of a rear two storey extension with single storey side entrance porch

---

**24.**  
**Application No:** 15/01438/FUL **Decision: Approval**  
**Parish:** Sherburn Parish Council  
**Applicant:** Mr John Slack  
**Location:** Land At OS Field 2466 Station Road Sherburn Malton North Yorkshire  
**Proposal:** Erection of roof over existing open yard to form livestock handling area (part retrospective application)

---

**25.**  
**Application No:** 15/01448/FUL **Decision: Approval**  
**Parish:** Cropton Parish Council  
**Applicant:** Mrs Anna Wadsworth  
**Location:** Loand House Court Cropton Lane Cropton Pickering North Yorkshire YO18 8HF  
**Proposal:** Erection of single storey extension to east elevation of holiday cottage (revised details to refusal 15/00037/FUL dated 20.03.2015)

---

**26.**  
**Application No:** 15/01449/LBC **Decision: Approval**  
**Parish:** Cropton Parish Council  
**Applicant:** Mrs Anna Wadsworth  
**Location:** Loand House Court Cropton Lane Cropton Pickering North Yorkshire YO18 8HF  
**Proposal:** Erection of single storey extension to east elevation of holiday cottage (revised details to refusal 15/00038/LBC dated 19.03.2015)

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**27.**  
**Application No:** 15/01452/ADV **Decision: Approval**  
**Parish:** Malton Town Council  
**Applicant:** Thomas Of York Limited  
**Location:** 26 Wheelgate Malton North Yorkshire YO17 7HP  
**Proposal:** Display of 2no. non-illuminated timber fascia signs, 1no. non-illuminated projecting sign and 1no. non-illuminated retractable fabric and timber awning sign to replace existing signs

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**28.**  
**Application No:** 15/01455/LBC **Decision: Approval**  
**Parish:** Normanby Parish Meeting  
**Applicant:** Mr A Green  
**Location:** Normanby House Hill Top Farm Road Normanby Kirkbymoorside YO62 6RH  
**Proposal:** External and internal alterations to the Coach House to include the repair of roof and walls, demolition of existing lean-to rear extension and installation of staircase within the stable area

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**29.**  
**Application No:** 15/01458/FUL **Decision: Approval**  
**Parish:** Barton-le-Street Parish Meeting  
**Applicant:** Mr & Mrs Nick Shaw  
**Location:** Hedgehog House Butterwick Road Barton Le Street Malton YO17 6PP  
**Proposal:** Erection of an equestrian building comprising of 3no. stables and storage area together with formation of area of hardstanding, turn out area and a manège measuring 50m x 25m all for private use

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**30.**  
**Application No:** 15/01460/FUL **Decision: Refusal**  
**Parish:** Norton Town Council  
**Applicant:** Mr P Hogg  
**Location:** Astwicks Yard Wood Street Norton Malton YO17 9AA  
**Proposal:** Change of use and alteration of storage building to 1no. one bedroom ground floor flat and 1no. two bedroom first floor flat with part of ground floor retained as commercial freezer room storage and demolition of lean-to wc extension

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**31.**  
**Application No:** 15/01478/HOUSE **Decision: Approval**  
**Parish:** Thixendale Parish Council  
**Applicant:** Mr R Theakston  
**Location:** Pluckham Farm Pefham Lane Thixendale Malton YO25 9SD  
**Proposal:** Erection of a single storey extension to west elevation

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**32.**  
**Application No:** 15/01479/HOUSE **Decision: Approval**  
**Parish:** Beadlam Parish Council  
**Applicant:** Mr & Mrs Simon Berry  
**Location:** Lark Rise 7 The Orchards Beadlam Helmsley YO62 7SH  
**Proposal:** Erection of single storey extension to rear elevation and installation of 3no. rooflights to north facing roofslope.

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**33.**  
**Application No:** 15/01480/HOUSE **Decision: Approval**  
**Parish:** Pickering Town Council  
**Applicant:** Mr & Mrs Wilkinson  
**Location:** Woldsmoor House 80 Ruffa Lane Pickering North Yorkshire YO18 7HT  
**Proposal:** Erection of single-storey extension to rear elevation, erection of porch to front elevation and installation of bay window to front elevation

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**34.**  
**Application No:** 15/01484/TPO **Decision: Approval**  
**Parish:** Malton Town Council  
**Applicant:** Mr Paul Tate-Smith  
**Location:** 2 York Road Malton North Yorkshire YO17 6AX  
**Proposal:** To remove (T1) Sequoiadendron giganteum within TPO No 332/2013

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**35.**  
**Application No:** 15/01488/FUL **Decision: Approval**  
**Parish:** Habton Parish Council  
**Applicant:** Mr & Mrs J Patmore  
**Location:** The Granary Low Farm Ryton Rigg Road Ryton Malton North Yorkshire YO17 6RY  
**Proposal:** Erection of a single storey garden room linking extension and entrance lobby between Brass Castle and The Granary to allow an increase in the domestic accommodation of Brass Castle by subsuming part of The Granary within it with The Granary changing its use to a one bedroom holiday cottage

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**36.**  
**Application No:** 15/01490/HOUSE **Decision: Approval**  
**Parish:** Helmsley Town Council  
**Applicant:** Mr Simon Kershaw  
**Location:** 35 Bridge Street Helmsley North Yorkshire YO62 5DX  
**Proposal:** Erection of a single storey extension to rear elevation following demolition of existing rear extension

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**37.**  
**Application No:** 15/01506/HOUSE **Decision: Approval**  
**Parish:** Broughton Parish Meeting  
**Applicant:** Mr & Mrs M Campbell  
**Location:** Thistledale Moor Lane Broughton Malton North Yorkshire YO17 6QJ  
**Proposal:** Erection of single-storey extension to front (east) elevation

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**38.**  
**Application No:** 15/01515/TPO **Decision: Approval**  
**Parish:** Amotherby Parish Council  
**Applicant:** Dr Diggory  
**Location:** The Old Vicarage Church Street Amotherby Malton North Yorkshire YO17 6TN  
**Proposal:** To reduce the lower northerly limb of T11 (Beech) by 2metres, reduce the lower northerly limb by 2 metres and easterly limb by 3 metres of T 12 (Beech), and reduce the height of T 14 (Ash) by 2 metres, all within TPO No. 273/2001.

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## Appeal Decision

Site visit made on 8 January 2016

**by Louise Crosby MA MRTPI**

**an Inspector appointed by the Secretary of State for Communities and Local Government**

**Decision date: 13 January 2016**

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**Appeal Ref: APP/Y2736/D/15/3136864**

**104 Parliament Street, Norton, Malton, YO17 9HE**

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
  - The appeal is made by Miss L A Scholefield against the decision of Ryedale District Council.
  - The application Ref: 15/00916/HOUSE, dated 7 August 2015, was refused by notice dated 24 September 2015.
  - The development proposed is a two storey side extension to form a kitchen/dining area with a bedroom above.
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### Decision

1. The appeal is dismissed.

### Main Issues

2. The main issues are the effect of the proposal on:
  - i) the character and appearance of the area and the host property; and
  - ii) the living conditions at 100 Parliament Street.

### Procedural matter

3. The Council's decision notice is not specific about the harm to living conditions at No 100 and whether this would be in the garden or the house or indeed both. However, the Council officer's report deals only with living conditions in the garden of No 100 and so I shall deal with the appeal on the same basis.

### Reasons

4. No 104 is a 2 storey dwelling that is one of four properties in this block (a quarter house). A similar block exists adjacent to it. The buildings are uniform and symmetrical in design and from the road it is not readily apparent that they are 'quarter houses'. They are located in an area containing predominantly older properties that vary in design.
5. Of the 8 properties in the 2 blocks, only No 104 which is located at the rear of this block has a garden area. At present it is a one bedroom property. The 2 storey side extension would provide a kitchen and dining area at ground floor level and a second bedroom above. Despite being 2 storey in height the extension would be much lower than the host building and set well back from the front elevation.

6. As a result of the design of the block, from the street the modest sized extension would appear as a subservient extension to a semi-detached dwelling. While the uniformity and symmetry of the block would be lost I am not convinced that this would be unduly harmful.
7. Moreover, this property is the only one of the eight in these 2 blocks that could be extended in this manner because of the additional amenity space it contains. Also, the other block is much closer to the side boundary. The proposal would respect the character and appearance of the host dwelling and the surrounding area, which is mixed in character.
8. As such, it would accord with Ryedale Plan – Local Plan Strategy (LP) policies SP16 and SP20 in so far as they both seek to ensure new development is appropriate and sympathetic to the character and appearance of the existing building in terms of scale, form and use of materials.
9. Turning to the matter of living conditions, No 100 is the property in front of No 104 and it faces the road. It has a small amenity space at the side containing a path to the entrance door, a small gravelled area and a timber shed. The shed is close to the boundary with No 104 which is marked with a timber fence.
10. The extension would be built close to this boundary and project around 2.6m from the side elevation of No 104. It would be much higher than the shed and fence. As such, it would appear extremely overbearing when sitting in the small amenity space at the side of No 100. The existing shed will have very little impact on light and sunlight entering this area. However, given the orientation of the properties, the height of the proposed extension and its proximity to the boundary, it would result in a harmful loss of light and sunlight entering the amenity space at No 100.
11. As such, the proposal would have a detrimental impact on living conditions at No 100 and conflict with LP policy SP20 which seeks, among other things, to ensure that new development does not have a material adverse impact on the amenity of the users or occupants of neighbouring land by virtue of loss of natural daylight or be an overbearing presence.
12. The lack of harm in relation to character and appearance is far outweighed by the identified harm to living conditions and so for the reasons given above and having regard to all other matters raised, I conclude that the appeal should be dismissed.

*Louise Crosby*

INSPECTOR



## Appeal Decision

Site visit made on 19 January 2016

by **Graham M Garnham BA BPhil MRTPI**

an Inspector appointed by the Secretary of State for Communities and Local Government

Decision date: 03 February 2016

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**Appeal Ref: APP/Y2736/D/15/3138694**

**North Lodge, Welburn, Kirkbymoorside, YO62 7HG**

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
  - The appeal is made by Mr & Mrs Fambely against the decision of Ryedale District Council.
  - The application Ref 15/00775/HOUSE, dated 1 July 2015, was refused by notice dated 26 August 2015.
  - The development proposed is erection of a detached garage.
- 

### Decision

1. The appeal is dismissed.

### Procedural Matters

2. The Appeal Form confirms that the description of the proposed development has changed from that on the planning application form to that recorded in the summary above, and that the appellants' surname is spelt as shown above.

### Main Issue

3. I consider that this is the effect of the proposal on the character and appearance of the setting of nearby Grade II listed buildings.

### Reasons

4. North Lodge is a former lodge at the formal entrance to the Welburn Hall Estate. Now a private house, it was built in 1895 in the Domestic Revival Style. Its original features, quality and character seem to be largely intact, and have been preserved by a sensitive 2 storey extension in the later 20<sup>th</sup> century. It is adjoined by another Grade II listed building, comprising the stone wall, gate piers and gates themselves, of the same age and also well preserved. Both are listed for group value. They form an imposing entrance point to Welburn Hall (now a school). The Hall is barely visible some distance away to the south. This degree of separation, and the intervening imposing avenue of mature trees along the drive, reflect the functional relationship of the buildings and the subordinate historic role of the Lodge.
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5. I consider that the quality of the listed buildings, their preservation to date and their siting in relation to the Hall all contribute to the considerable quality and significance of them as designated historic assets.
6. Vehicles are currently parked in the enclosed garden area south of the Lodge. The proposal is to erect a single garage, constructed of green oak horizontal boarding with a roof of stone slates to match the materials and pitch of the Lodge. I regard it as being a sensitive design, appropriate to the setting.
7. However, it is with the siting of the garage that I take issue. It would be just south of the Lodge, close to the boundary with the drive, and nearer to it than the forward most part of the Lodge itself. It would be clearly visible when approaching the gateway and going through it en route to the Hall. As such it would detract from the apparently isolated appearance of the listed buildings. Looking back from the south, it would intrude upon a second important view of the Lodge, again detracting from its appearance and setting. The low picket fence around the garden area south of the Lodge would not provide any form of screening. Even in leaf, the tall lime trees just to the south would be unlikely to provide much screening either. The appellants have offered a planning condition to require some planting to screen the garage. I consider that this would take a considerable time to mature, if it was to be in keeping with the local native species, and in any case it could itself detract from the open nature of the Lodge when seen from the south. Consequently, I find that the siting of the proposal would detract significantly from the heritage quality of the setting of the listed buildings.
8. The Council says that, in principle, a detached garage would detract from the isolated setting of the Lodge. I am not entirely persuaded by this view. There are existing outbuildings, to the rear of the Lodge. They can be seen from the drive to the south. However, they are not seen when approaching and entering the drive, and are relatively minor and secluded features. Their existence indicates to me that the presence of appropriate outbuildings on the site should not be excluded in principle. However, whether a suitable alternative site for a garage could be identified is not for me to say. The appeal includes an alternative location for the garage, which it is suggested could be secured by a planning condition. This siting, to the south of the Lodge but much closer the eastern boundary of the site, would be materially different from the original proposal. Hence I consider that it should be the subject of formal consultation and consideration by the local planning authority, rather than be imposed by condition at the appeal stage.
9. I conclude that the proposal would give rise to significant harm to the setting of the nearby listed buildings. I consider that, given the scale of the building and its sympathetic design, the extent of harm would be "less than substantial" in the terms of paragraph 134 of the National Planning Policy Framework. The public benefit to be set against this would be the removal of unsightly parking in the grounds of the Lodge. I consider that this would be a relatively minor benefit, and one that, while it could be enabled, could not necessarily be ensured by a planning condition. Moreover, I am not aware of any restriction on vehicle ownership by occupants of the Lodge, while a single garage would not be able to accommodate both the vehicles parked on the site at the time of my site visit.



10. Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that, "in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State, shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses". Case law has established that considerable importance and weight should be given to this objective imposed by Parliament, of preserving the setting of listed buildings. In the light of this, I consider that the limited public benefit I have been able to identify would be clearly outweighed by the harm the proposal would cause to the setting of 2 listed buildings.
11. I conclude, overall and on balance, that the proposal would materially harm the character and appearance of the setting of nearby Grade II listed buildings. Such harm would be contrary to Policies SP12 & SP16 in the Ryedale Plan – Local Plan Strategy (2013). These policies, respectively, are intended to conserve and, where appropriate, enhance distinctive elements in Ryedale's historic environment; and to secure high quality development that is integrated with its surroundings and reinforces local distinctiveness. It would also be contrary to the statutory duty cited above and to national planning policy in the Framework.
12. Thus planning permission should be withheld and I dismiss the appeal.

*G Garnham*

INSPECTOR

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## Appeal Decision

Site visit made on 22 December 2015

**by Mark Caine BSc (Hons) MTPL MRTPI**

**an Inspector appointed by the Secretary of State for Communities and Local Government**

**Decision date: 05 February 2016**

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**Appeal Ref: APP/Y2736/W/15/3133496**

**Lynwood, The Lane, Gate Helmsley, York, North Yorkshire, YO41 1JT**

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant outline planning permission.
  - The appeal is made by Mr Peter Thirsk against the decision of Ryedale District Council.
  - The application Ref 14/01291/OUT, dated 22 November 2014, was refused by notice dated 18 March 2015.
  - The development proposed is described as "A two storey house to be built at the bottom of the garden with access from Beverley Balk. The house to sit in 400 square metres of land."
- 

### Decision

1. The appeal is dismissed.

### Procedural Matters

2. The application was submitted in outline, with only access to be determined at this stage. I have therefore dealt with the appeal on this basis.
3. The appellant has confirmed that he mistakenly submitted alternative site plans with the appeal. Consequently, I have determined the appeal on the basis of the original site location plan and block plan that were submitted with the application.
4. The Council has not raised any objections to the impact of the proposed development on the setting of St Mary's Church which I am informed is a Grade II star listed building. I have had special regard to the statutory duty to the desirability of preserving the building or its setting or any features of special architectural or historical interest which it possesses. In this respect I am satisfied that it would preserve those interests.

### Main Issues

5. The main issues in this appeal are:
  - Whether the proposal would be inappropriate development in the Green Belt for the purposes of the National Planning Policy Framework and development plan policy;
  - The effect of the proposal on the openness of the Green Belt, and the character and appearance of the surrounding area.

- Whether the harm by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations, so as to amount to very special circumstances necessary to justify it.

## **Reasons**

### *Whether inappropriate development*

6. The appeal site comprises part of a large garden area to a detached dwelling known as 'Lynwood'. It is grassed, contains a number of mature trees and fronts Beverley Balk which is a narrow access track. Although there are other properties in the vicinity, the appeal site sits in between a large open grassed area of land which I am informed is an extension of the cemetery, and the driveway and neighbouring garden area to 'The Heathers'. These all combine to make a positive contribution to the spacious verdant character of the immediate area.
7. The appeal site is located in the Green Belt. Paragraph 89 of the National Planning Policy Framework (the Framework) sets out that the construction of new buildings is inappropriate except for a limited number of exceptions including limited infilling in villages and limited affordable housing for community needs under policies set out in the Local Plan.
8. The terms of limited infilling are not further defined in the Framework. However Policy SP2 of the Ryedale Plan – Local Plan Strategy 2013 (Local Plan) indicates that in other villages, such as Gate Helmsley, new housing will be supported where amongst other things it would comprise infill development (small open sites in an otherwise continually built up frontage) that is restricted to local needs occupancy.
9. On my site visit I noted that a small relatively new residential development known as 'The Gates' faces the appeal site. However these properties are separated from the appeal site by Beverley Balk and a private access road. I also saw that two dwellings known as 'Grey Gables' and 'Long Acre' are set further forward than other properties to the western end of The Lane. Although the position of 'Lynwood' is generally in line with the properties to the west of 'Long Acre' there are substantial intervening open garden areas between it and these dwellings.
10. Furthermore, I consider that the appeal site, albeit slightly interrupted by the driveway, is seen as part of a stretch of green space that leads from the gable end of 'The Heathers' along the western side of Beverley Balk down to the junction with The Lane. Indeed, the proposed dwelling would be centrally located within this area, with open space to either side of it. In light of all of these factors I consider that the proposal would clearly not compromise infill development within an otherwise continually built up frontage.
11. Although it has been put to me that the proposal would pave the way for the development on the cemetery site, I have little firm evidence before me to substantiate that the Parochial Church Council wish to develop the site. As such this cannot be guaranteed in the future.
12. The proposal does therefore not meet the terms of Local Plan Policy SP2 and the Framework's exception that puts limited infilling in villages outside the scope of inappropriate development in the Green Belt. The proposed dwelling would also not fall within any other exceptions stated in the Framework and I

conclude that, for the reasons provided above, it would amount to inappropriate development that is, by definition, harmful to the Green Belt.

*Openness and character and appearance*

13. Paragraph 79 of the Framework advises that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence. Therefore, any built development has the ability to reduce openness.
14. I appreciate that the proposed layout plan is only indicative, and no details of the proposed dwelling's layout, scale and appearance have been provided. However the introduction of a dwelling in an area which is currently undeveloped, would inevitably impact upon openness and appear conspicuous in the context of this spacious green tree-dominated site. It would therefore substantially increase the amount of built form and erode the openness of the Green Belt.
15. Such harm to openness, in the context of the policies of the Framework, requires that substantial weight be apportioned to this harm when considered in the planning balance. Also for the reasons given above, the proposal would cause significant harm to the spacious verdant character and appearance of the surrounding area.

*Other considerations*

16. A newspaper article regarding the possible release of extra homes in Rydedale has been submitted with the appeal. Nonetheless, as the article points out, this is speculation. However I appreciate that residents of the proposal would help support local services and that the proposal would contribute towards the shortage of housing in the District. In this way, it would contribute some positive benefits, however given the scale of the proposal I can only attach limited weight to them.
17. My attention has been drawn to other developments that have been permitted within the development limits of Gate Helmsley. These include 'The Gates' and what have been referred to as the Bickerdike's old farm buildings. However I do not have the full details of the circumstances that led to all these developments being accepted, including the local planning policies at the time of their consideration, and so cannot be sure that they represent a direct parallel to the appeal proposal. I have, in any case, determined the appeal on its own merits and therefore attribute minimal weight to this matter.
18. It has been put to me that no objections have been received from the Council's Highway Authority and the Parish Council. However these would not be determining factors in the consideration of an appeal. The absence of an objection in these respects would be neutral in the overall Green Belt balance.
19. Issues regarding land ownership, the right of access and status of the Beverly Balk highway have been raised by the appellant and local residents. Nonetheless, these are private legal matters and have not had any material bearing on my assessment of the planning issues in this appeal.
20. I have also been referred to problems regarding the validation of the application and post decision discussions that took place between the appellant

and the Council. However, these are matters that would need to be pursued with the Council in the first instance. I confirm that in this respect, I have only had regard to the planning merits of the proposal that is before me.

**Green Belt balance and conclusions**

21. In conclusion I have identified that the proposal would be inappropriate development in the Green Belt as defined by the Framework. The Framework establishes that substantial weight should be given to any harm in the Green Belt. In addition it would substantially reduce the openness of the Green Belt, and be significantly harmful to the character and appearance of the surrounding area. As such, even when taken together, the other considerations reviewed above do not clearly outweigh the harm that the proposal would cause. Consequently no very special circumstances exist and the proposal is contrary to Local Plan Policy SP2. Therefore, for the reasons given above, the appeal is dismissed.

*Mark Caine*

INSPECTOR

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## Appeal Decision

Site visit made on 22 December 2015

**by Mark Caine BSc (Hons) MTPL MRTPI**

**an Inspector appointed by the Secretary of State for Communities and Local Government**

**Decision date: 6 February 2016**

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**Appeal Ref: APP/Y2736/W/15/3133256**

**Thirkleby Wold Farm, Croome Road, Sledmere, East Riding of Yorkshire, YO25 3XZ**

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
  - The appeal is made by Harrison Farms (Kilham) Ltd against the decision of Ryedale District Council.
  - The application Ref 15/00577/FUL, dated 11 May 2015, was refused by notice dated 21 July 2015.
  - The development proposed is the erection of a livestock building.
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### Decision

1. The appeal is dismissed.

### Main Issue

2. The main issue in this appeal is the effect of the proposal on the character and appearance of the landscape.

### Reasons

3. The appeal site comprises part of an arable field that lies to the south west of the settlement of West Lutton and is located in the Yorkshire Wolds which is a designated Area of High Landscape Value (AHLV). It is situated immediately adjacent to a belt of existing mature woodland and approximately 200 metres to the north of Thirkelby Wold Farm. Public footpaths and bridleways run in close proximity to the north and eastern boundaries of the appeal site.
4. The appellant has referred me to the North Yorkshire County Council Landscape Character Assessment (NYCLCA) which identifies the site as being within the 'Chalk Wolds'. This describes the area as encompassing a large scale elevated chalk landscape of rounded, rolling hills that are dissected by occasional deep valleys. This was confirmed on my site visit where I saw that whilst other agricultural farmsteads are visible from the appeal site, they are compact and nucleated, and their sporadic siting does not alter the prevailing character of the area which is dominated by open fields, agricultural land and an expansive rolling landscape.
5. Indeed, the topography of the area is such that the appeal site sits in an elevated and relatively prominent isolated location, away from other buildings, in the open landscape. I appreciate that the areas of woodland would provide a backdrop for the proposal and screen some views of it from the south and



- western directions. It has also been put to me that being able to see existing agricultural buildings from a public right of way is not unusual. However the proposed building would be of a substantial size and scale, and despite the landform and intermittent roadside hedgerows I consider that its conspicuous isolated presence would be readily apparent from not only public footpaths and bridleways but a number of other vantage points, including along Malton Lane and Low Road.
6. The appellant states that the proposed building could not be relocated within the existing shelter belt due to ventilation issues; however there is little conclusive evidence before me to support this view. As such I consider that the overall impact of the proposal would significantly intrude and interrupt this sensitive undeveloped landscape and encroach into the open countryside.
  7. A number of economic, social and environmental benefits that have been put forward by the appellant in support of their case. These include the diversification of the business, which would provide an additional income stream and pig slurry as a valuable source of organic fertilizer to add to the sustainability of the existing arable cropping. This in turn, would result in cost savings, job retention and direct and indirect employment creation. The contribution that the proposal would make to the local economy during the construction of the building, and to associated services industries within the livestock sector and other rural businesses have also been put forward as favourable factors. I am also aware that the proposal would reduce the need for imported fertilizer and pig meat, lessen associated travel miles, and promote cheap and environmentally efficient home produced food.
  8. Paragraph 19 of the National Planning Policy Framework (the Framework) advises that significant weight should be placed on the need to support economic growth through the planning system. Paragraph 28 of the Framework is also supportive of a prosperous rural economy, the promotion of the development and diversification of agricultural and other land based rural business and growth in existing businesses.
  9. However in defining the environmental role of the planning system, paragraph 7 of the Framework emphasises the need to protect and enhance the natural and built environment. The core planning principles set out in paragraph 17 of the Framework also include the need to take account of different roles and character of different areas, recognising the intrinsic character and beauty of the countryside and to enhance the natural environment. Furthermore, paragraph 109 states that the planning system should conserve and enhance the natural environment and valued landscapes.
  10. I therefore do not consider that the benefits proposed would outweigh the substantial visual harm that I have identified. As such I conclude that the proposal would have a significantly harmful effect on the character and appearance of the landscape and that it would conflict with the aims of Policies SP13, SP16 and SP20 of the Ryedale Plan – Local Plan Strategy 2013 (Local Plan). Amongst other matters these require development proposals to respect the context and character of the immediate locality, and to protect the distinctive elements and scenic qualities of locally valued landscapes.
  11. In reaching my conclusions I have been mindful that the NYCLCA highlights the introduction of new visually intrusive large agricultural sheds as forces for change affecting landscapes. I have also taken account of the appellant's

reference to the presumption in favour of sustainable development. However the subject of "achieving sustainable development" in the Framework has 3 dimensions, which are economic, social and environmental roles that are expected to be delivered equally. Therefore, as the proposal would not satisfy the environmental dimension it does not constitute sustainable development.

12. I note that no objections have been received from neighbouring residents or statutory consultees; however, these are not determining factors in the consideration of an appeal and do not overcome or outweigh the significant harm that the proposal would cause.
13. For the reasons given above, the appeal is therefore dismissed.

*Mark Caine*

INSPECTOR