



PLANNING COMMITTEE

Tuesday 13 February 2018 at 6.00 pm
Council Chamber - Ryedale House, Malton, North Yorkshire YO17 7HH

Agenda

- 1 **Apologies for absence**
- 2 **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.
- 3 **Minutes** (Pages 3 - 5)
- 4 **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.
- 5 **Schedule of items to be determined by the Committee** (Pages 6 - 7)
- 6 **17/01281/MFUL - Land North East of Rock Cottage Pickering** (Pages 8 - 66)
- 7 **17/00980/73 - Land to Rear of the Forge Terrington** (Pages 67 - 73)

- 8 **17/01369/MFUL - Land at Stamford Bridge Road Sand Hutton** (Pages 74 - 116)
- 9 **17/01077/ADV - Grass Verge off Castle Howard Road Malton** (Pages 117 - 123)
- 10 **17/01099/FUL - Agricultural Contractors Welham Road Norton** (Pages 124 - 133)
- 11 **17/01404/HOUSE - 6 Willowgate Pickering** (Pages 134 - 143)
- 12 **17/01426/FUL - Ryedale Carr Westgate Carr Road Pickering** (Pages 144 - 149)
- 13 **Any other Business**
- 14 **List of applications determined under delegated powers** (Pages 150 - 155)
- 15 **Appeals** (Pages 156 - 158)

Planning Committee

Held at Council Chamber - Ryedale House, Malton, North Yorkshire YO17 7HH
Tuesday 16 January 2018

Present

Councillors Joy Andrews, Paul Andrews, Cleary (Vice-Chairman), Farnell (Chairman), Goodrick, Hope, Maud, Elizabeth Shields and Windress

Substitutes:

In Attendance

Gary Housden and Ellis Mortimer

Minutes

121 **Apologies for absence**

Apologies were received from Councillor Jainu-Deen.

122 **Declarations of interest**

No declarations were made.

123 **Minutes (To follow on late papers)**

Decision

That the minutes of the Planning Committee held on 19 December be approved and signed as a correct record, with one amendment to confirm that Councillor Hope had given his apologies.

[For 8

Against 0

Abstain 1]

124 **Urgent Business**

There was no urgent business.

125 **Schedule of items to be determined by the Committee**

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

126 **17/01220/MFUL - Land At Whitby Road Pickering**

17/01220/MFUL - Erection of 63no. four bedroom dwellings, 98no. three bedroom dwellings, 70no. two bedroom dwellings and 8no. one bedroom dwellings with associated garaging, parking, amenity areas, open space, landscaping, associated infrastructure and formation of vehicular access

Decision

DEFERRED – For a site inspection as recommended.

[For 9

Against 0

Abstain 0]

127 **17/01281/MFUL - Land North East Of Rock Cottage Pickering**

17/01281/MFUL - Erection of carriage stable with associated storage, staff facilities and service facilities for up to 40no. carriages from the running fleet, erection of workshop for the restoration of historic carriages with associated staff facilities including accommodation, formation of an additional 12no. parking spaces and formation of new vehicular access bridge to replace existing access over Pickering Beck together with additional landscaping.

Decision

DEFERRED – For a site inspection as recommended.

[For 9

Against 0

Abstain 0]

128 **17/01216/MREM - The Courtyard Swinton Lane Swinton**

17/01216/MREM - Erection of 4no. business units (Use Class B1) - outline approval 13/01469/MOUT dated 31.03.2014 refers

Decision

PERMISSION GRANTED – Subject to conditions as recommended.

[For 8

Against 0

Abstain 1]

129 **17/01260/HOUSE - 4 St Oswald's Close Oswaldkirk YO62 5YH**

17/01260/HOUSE - Erection of single storey side and rear extension including attached garage and terrace

Decision

PERMISSION GRANTED – Subject to conditions as recommended.

[For 9

Against 0

Abstain 0]

130 **Any other business**

There was no other business.

131 **List of applications determined under delegated powers**

The Head of Planning submitted a list (previously circulated) which gave details of the applications determined by the Head of Planning in accordance with the scheme of delegation.

Meeting closed at 18:30

Agenda Item 5

APPLICATIONS TO BE DETERMINED BY RYEDALE DISTRICT COUNCIL

PLANNING COMMITTEE - 13/02/18

6

Application No: 17/01281/MFUL

Application Site: Land North East Of Rock Cottage Pickering North Yorkshire

Proposal: Erection of carriage stable with associated storage, staff facilities and service facilities for up to 40no. carriages from the running fleet, erection of workshop for the restoration of historic carriages with associated staff facilities including accommodation, formation of an additional 12no. parking spaces and formation of new vehicular access bridge to replace existing access over Pickering Beck together with additional landscaping.

7

Application No: 17/00980/73

Application Site: Land To Rear Of The Forge North Back Lane Terrington North Yorkshire

Proposal: Variation of Condition 12 (Local Needs Occupancy) of approval 16/01227/OUT dated 15.03.2017 to add an additional bullet point to state: The obligations contained in this condition shall not be binding or enforceable against any mortgagee or any receiver appointed by such a mortgagee or any person deriving title through such as mortgagee or receiver provided always that a successor in title of such a person shall be bound by the obligations contained in this condition.

8

Application No: 17/01369/MFUL

Application Site: Land At Stamford Bridge Road Sand Hutton Malton

Proposal: Change of use of land to form woodland fairy trail with erection of single storey building for use as reception, cafe, toilets, kitchen, storage and fairy museum/story telling area, formation of car parking, improvements to tracks and paths, formation of pedestrian footpaths with focal point structures and installation of foul drainage reed bed system

9

Application No: 17/01077/ADV

Application Site: Grass Verge Off Castle Howard Road Malton North Yorkshire

Proposal: Erection of pole-mounted aluminium town welcome sign (retrospective).

APPLICATIONS TO BE DETERMINED BY RYEDALE DISTRICT COUNCIL

PLANNING COMMITTEE - 13/02/18

10

Application No: 17/01099/FUL
Application Site: Agricultural Contractors Welham Road Norton Malton North Yorkshire
Proposal: Refurbishment and recladding of existing agricultural contractors buildings

11

Application No: 17/01404/HOUSE
Application Site: 6 Willowgate Pickering YO18 7BE
Proposal: Erection of detached garage (revised details to refusal 17/00704/HOUSE dated 01.08.2017)

12

Application No: 17/01426/FUL
Application Site: Ryedale Carr Westgate Carr Road Pickering North Yorkshire YO18 8LX
Proposal: Erection of a general purpose agricultural building to include the housing of livestock (retrospective application).

Agenda Item 6

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

Item Number: 6
Application No: 17/01281/MFUL
Parish: Pickering Town Council
Appn. Type: Full Application Major
Applicant: North York Moors Historical Railway
Proposal: Erection of carriage stable with associated storage, staff facilities and service facilities for up to 40no. carriages from the running fleet, erection of workshop for the restoration of historic carriages with associated staff facilities including accommodation, formation of an additional 12no. parking spaces and formation of new vehicular access bridge to replace existing access over Pickering Beck together with additional landscaping.
Location: Land North East Of Rock Cottage Pickering North Yorkshire

Registration Date: 23 October 2017 **8/13 Week Expiry Date:** 22 January 2018
Case Officer: Gary Housden **Ext:** 307

CONSULTATIONS:

Parish Council	Support subject to flood/ground water valuation
Highways North Yorkshire	Recommends conditions
Lead Local Flood Authority	Recommends refusal
Office Of Rail Regulation	No response received
Vale Of Pickering Internal Drainage Boards	No Objection
Environmental Health Officer	Recommend conditions
Archaeology Section	Recommend scheme of archaeological evaluation
Public Rights Of Way	No response received
Countryside Officer	No response received
Sustainable Places Team (Environment-Agency Yorkshire Area)	No Objection subject to condition
Yorkshire Water Land Use Planning	Comments
National Grid Plant Protection	No response received
Economic Development	No response received
LEP Mr A Leeming	No response received
Sustainable Places Team (Environment-Agency Yorkshire Area)	Further comments

Neighbour responses: Mr Paul Dewar, Ms C A Harrison, Norman And Enid Bridges, B. And S. J. Tozer, Ms Ange Whiles, Ms Cathy Long, Mr John Addyman, Ms Elspeth Barraclough, Mrs Sandra McNicoll, Mr David McNicoll, Mr Michael McPeake, Mr Robert Brown, Mr Keith Marsh, Mrs Helen Webb, Mr Deryk Bell, Mrs Linda Richardson, Mr Norman Harkness, Mr Peter Townsend, Mr Stephen Lane, Miss Janet Lumb, Ms Elizabeth Parkes, Mr John Freear, Mr Paul Chouler, Mrs Angela Chouler, Miss Andrea Reeves, Mr Christopher Lindley, Miss Jenny Putniorz, Mr Stephen Barker, Mr & Mrs BJS & JA Howard, Mr Phil Roddam, Mr Alan Payne, Mrs Ann Hunter, Mrs Anna Roddam, Stuart Harrison, Mrs Ann Searle, Mr Sam Tozer, Mrs Anna Roddam, Mrs Judy

Catterall, Mr Peter Roddam, Mrs Catherine Tyler, Mr Nicholas Mabey, Mr & Mrs R. G Lamb, Mr Stephen Hudson, Mr Allan Jones, CPRE Yorkshire, Mr Michael Jones, Ms Lisa Tozer, Mrs E Witherington, Mr Mark Stovold, Miss Claudia Rodda, Mr Mark Norton, Mrs Mary Brandon, Mr Bart Botzen, Mr & Mrs A Leary, Mr Peter Emerson, Mrs Suzanne Dean, Mr Simon Barraclough, Mr Paul Jameson, Mrs Georgina Clayton, Mrs Sarah Fox, Pickering And District Civic Society, Mr Mike Potter, Mr Eden Blyth, P.J Ciceri, Mr John Clark, Mr Stephen Pickering, Mr Michael Holmes, Ms Christine Fox,

Overall Expiry Date: 8 January 2018

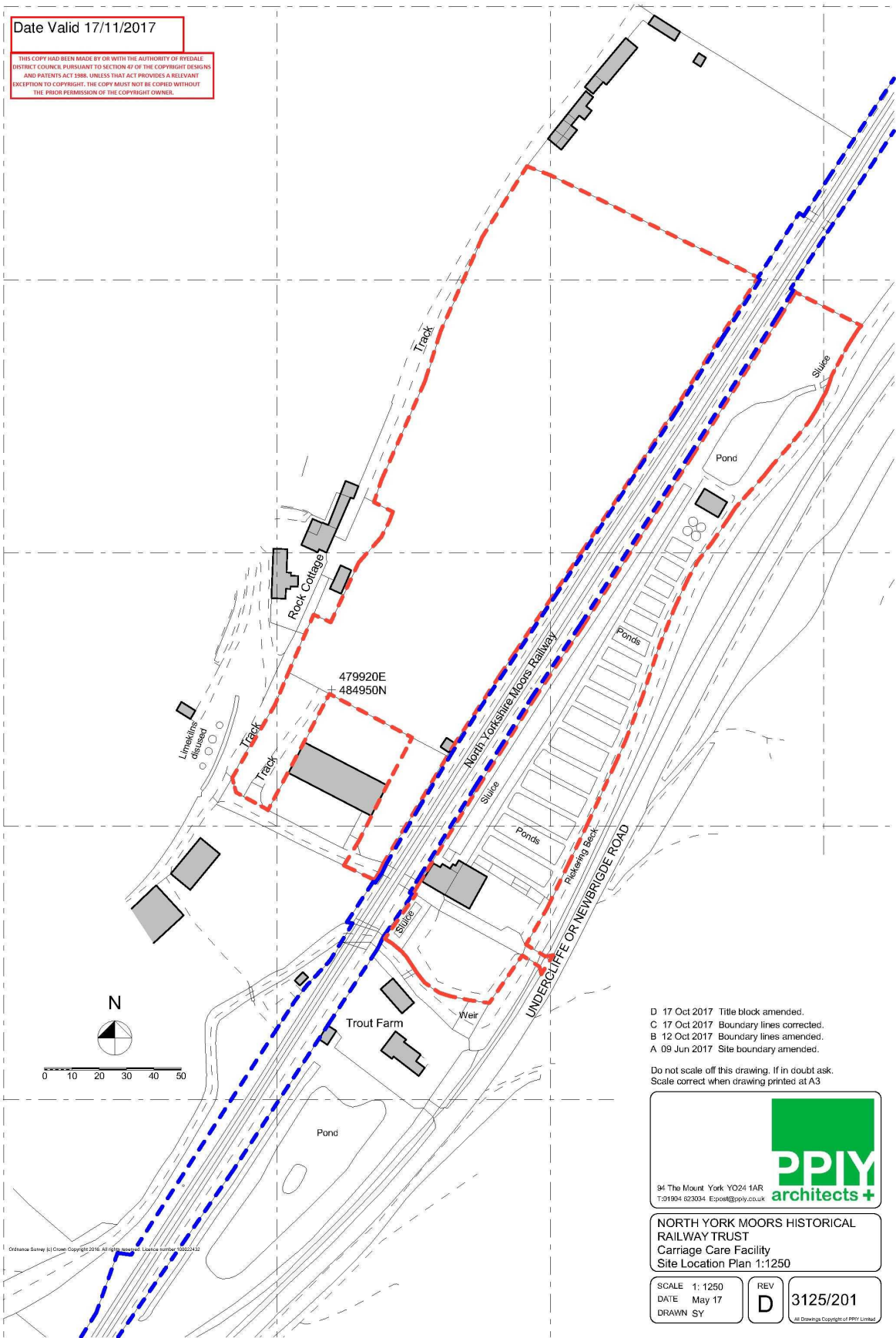
Further to the report presented to Committee on 16th January 2018 the applicants have submitted further information relating to the management of surface water and pollution control following the receipt of an initial objection from North Yorkshire County Council as the Lead Local Flood Authority.

This information is currently under consideration by the LLFA and a response is expected imminently. Members will appreciate the matter of drainage, flood risk and pollution control is a particularly sensitive issue in the location adjacent to Pickering Beck, upstream of the town. It is anticipated however that the full appraisal containing responses from all the relevant drainage bodies will be to hand shortly and this will be circulated to all Members before the meeting for consideration.

RECOMMENDATION: **Recommendation and appraisal to follow**

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- D 17 Oct 2017 Title block amended.
- C 17 Oct 2017 Boundary lines corrected.
- B 12 Oct 2017 Boundary lines amended.
- A 09 Jun 2017 Site boundary amended.

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T:01904 823034 E:ppiy@ppiy.co.uk

NORTH YORK MOORS HISTORICAL RAILWAY TRUST
Carriage Care Facility
Site Location Plan 1:1250

SCALE 1:1250
DATE May 17
DRAWN SY

REV	D	3125/201
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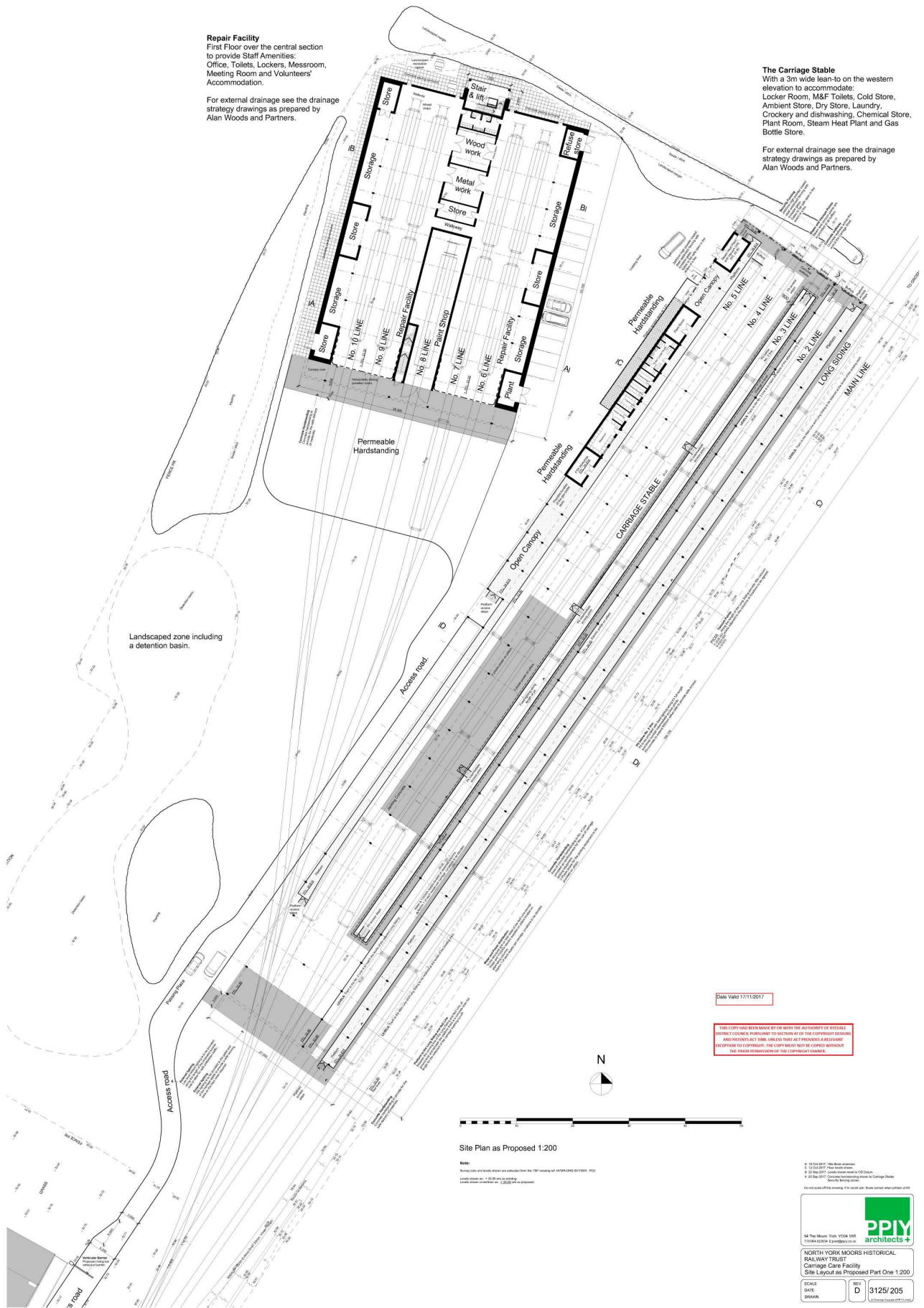
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Repair Facility
 First Floor over the central section to provide Staff Amenities: Office, Toilets, Lockers, Messroom, Meeting Room and Volunteers' Accommodation.

For external drainage see the drainage strategy drawings as prepared by Alan Woods and Partners.

The Carriage Stable
 With a 5m wide lean-to on the western elevation to accommodate: Locker Room, M&F Toilets, Cold Store, Ambient Store, Dry Store, Laundry, Crockery and dishwashing, Chemical Store, Plant Room, Steam Heat Plant and Gas Bottle Store.

For external drainage see the drainage strategy drawings as prepared by Alan Woods and Partners.



Landscaped zone including a detention basin.

Date V&G 17/11/2017

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Site Plan as Proposed 1:200

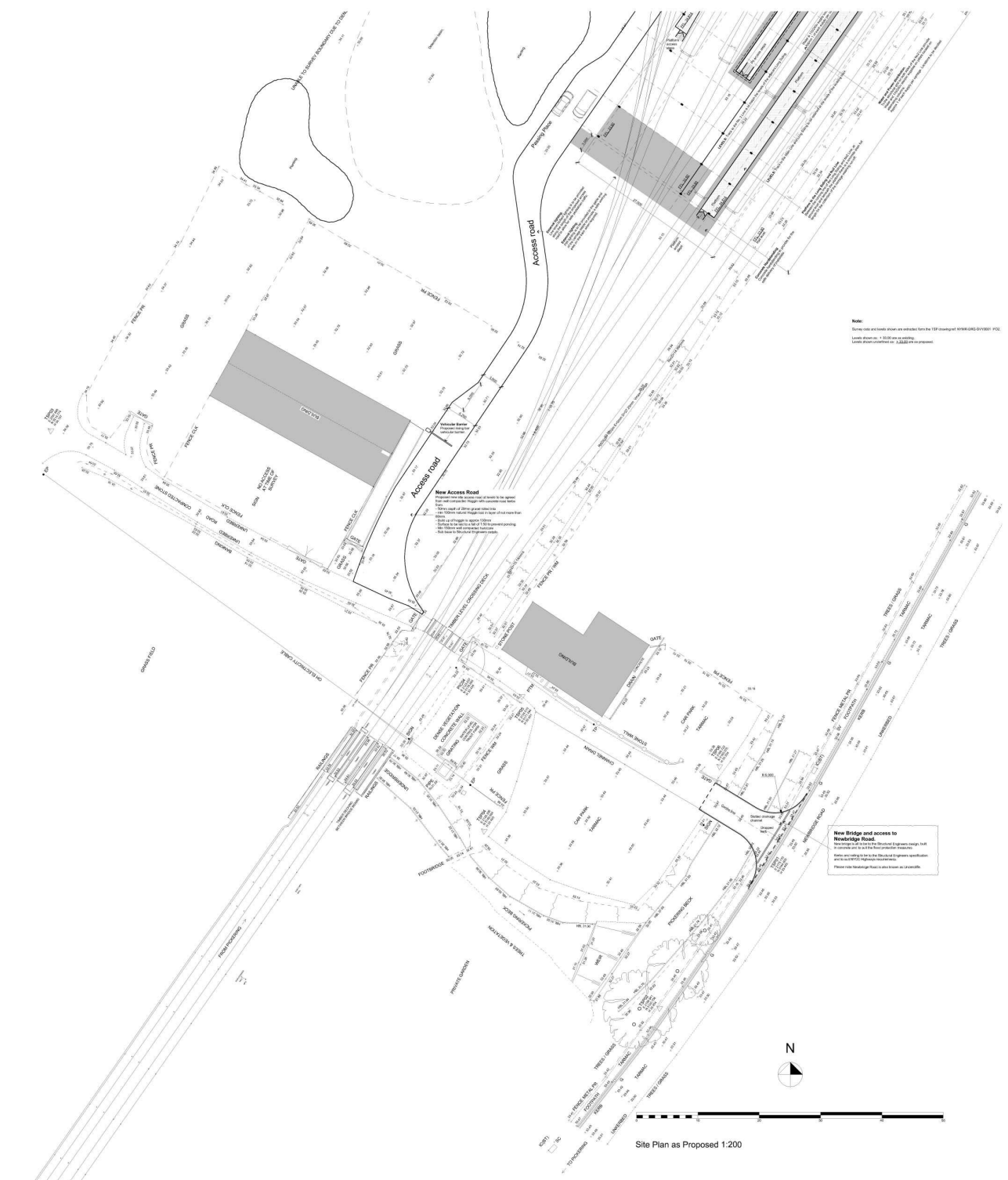
Notes
 1. All dimensions are in meters unless otherwise stated.
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NORTH YORK MOORS HISTORICAL RAILWAY TRUST
 Carriage Care Facility
 Site Layout as Proposed Part One 1:200

SCALE	REV
DATE	D
DRAWN	3125/205



Note:
 Spot heights and levels shown are extracted from the TSP (containing 41996 GNSD 0/1/0001) F02.
 Levels shown are +100.00 unless otherwise stated.
 Levels above sea level are +0.00 unless otherwise stated.

New Access Road
 This road will provide access to the site from the existing road network. It will be constructed to a standard of 10m wide with a 2.5m wide verge on each side. The road will be constructed to a standard of 10m wide with a 2.5m wide verge on each side. The road will be constructed to a standard of 10m wide with a 2.5m wide verge on each side.

New Bridge and access to Newbridge Road
 This bridge will provide access to the site from Newbridge Road. It will be constructed to a standard of 10m wide with a 2.5m wide verge on each side. The bridge will be constructed to a standard of 10m wide with a 2.5m wide verge on each side.

Site Plan as Proposed 1:200

Date Valid 17/11/2017

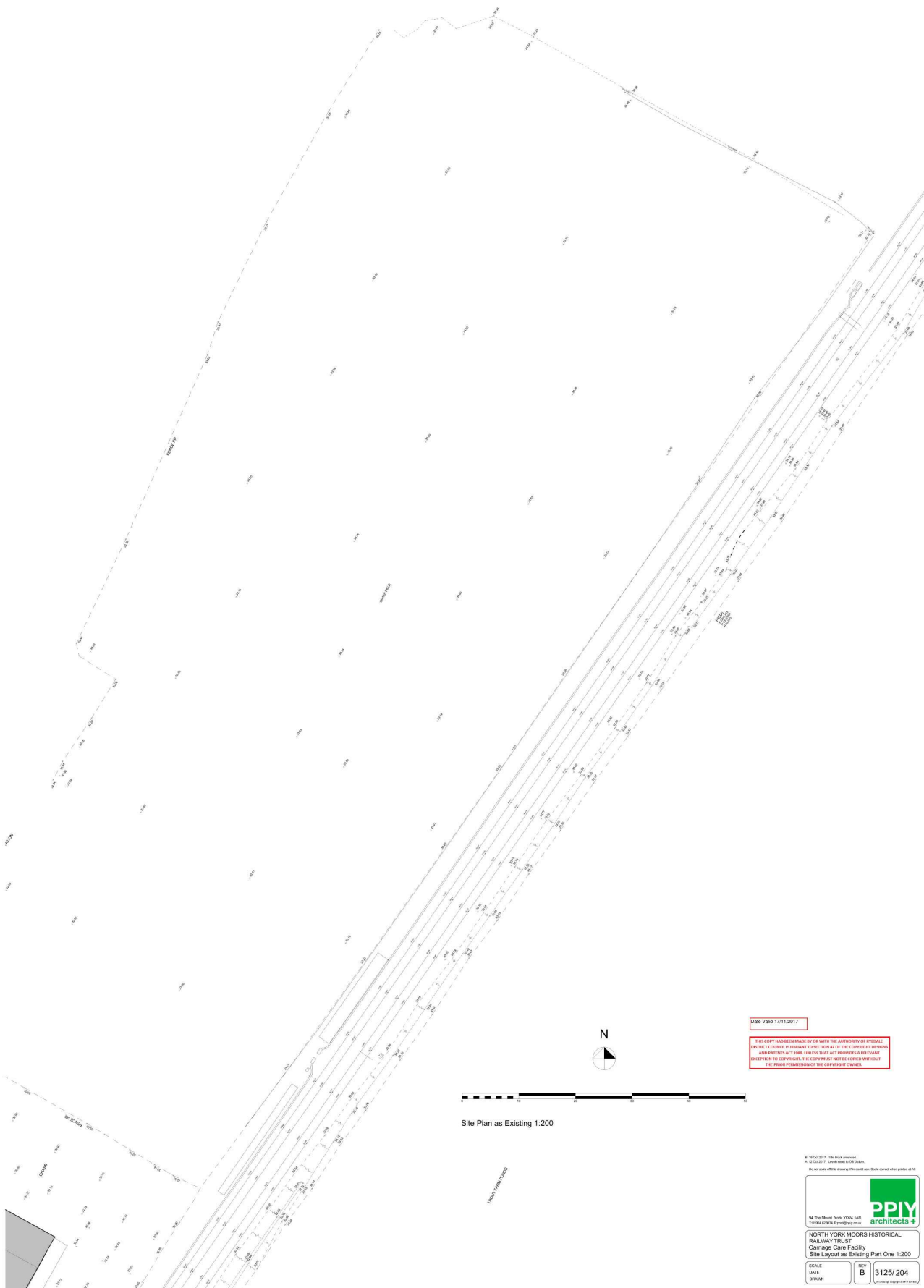
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NORTH YORK MOORS HISTORICAL RAILWAY TRUST
 Carriage Care Facility
 Site Layout as Proposed Part Two.

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Date Y&S 17/11/2017

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Site Plan as Existing 1:200

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NORTH YORK MOORS HISTORICAL RAILWAY TRUST Carriage Care Facility Site Layout as Existing Part One 1:200	
SCALE DATE DRAWN	REV B 3125/204



Site Plan as Existing 1:200

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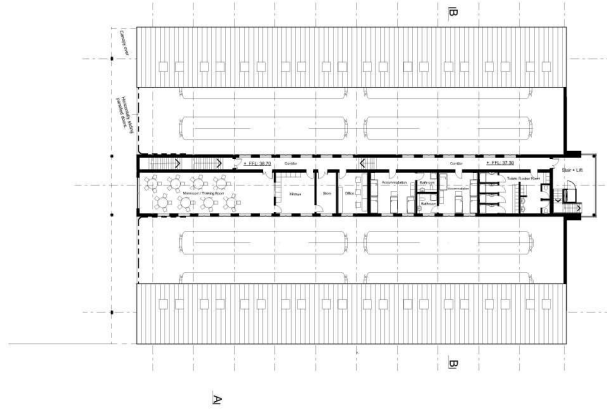
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NORTH YORK MOORS HISTORICAL RAILWAY TRUST
Carriage Care Facility
Site Layout as Existing Part Two

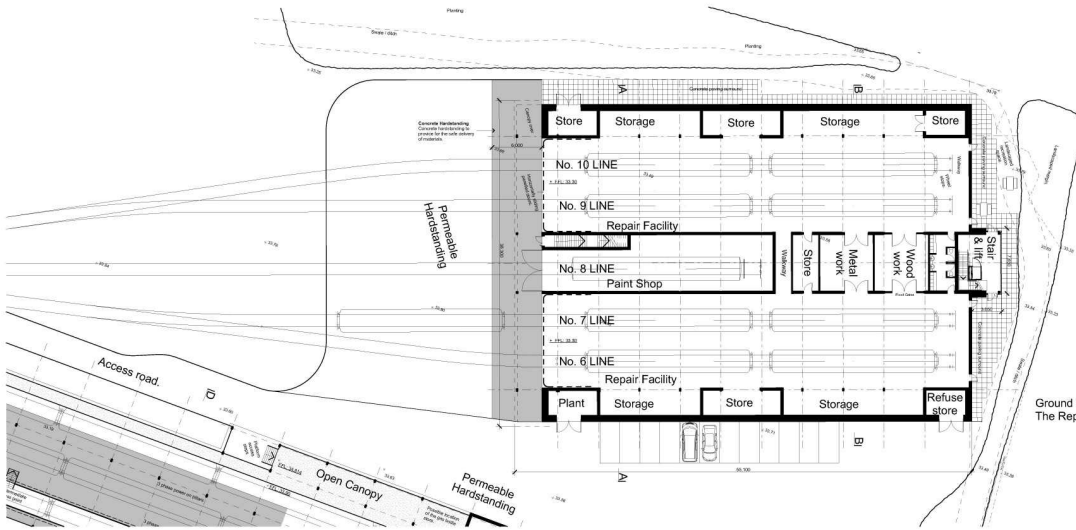
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First Floor Plan
The Repair Facility 1:200



Ground Floor Plan
The Repair Facility 1:200

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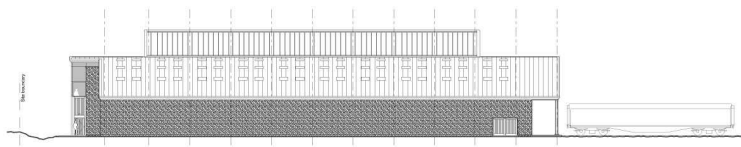
NORTH YORK MOORS HISTORICAL
 RAILWAY TRUST
 Carriage Care Facility
 The Repair Facility Plans

SCALE: As Shown
 DATE: 16/03/2017
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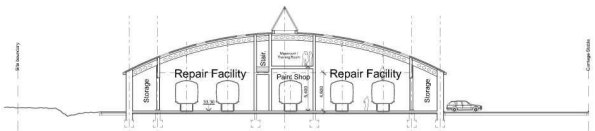
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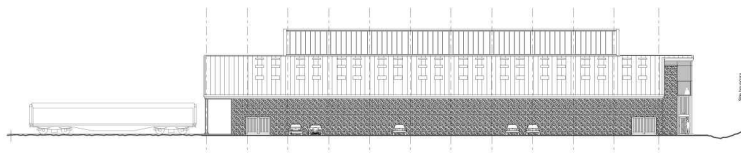
Section B-B 1:200
The Repair Facility



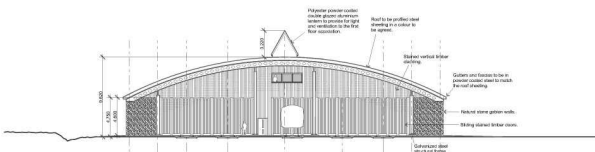
West Elevation 1:200
The Repair Facility



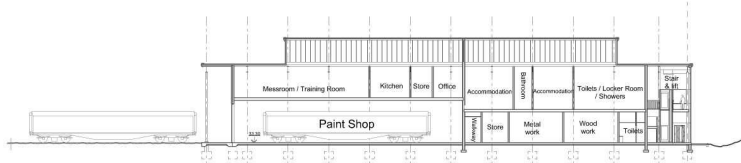
Section A-A 1:200
The Repair Facility



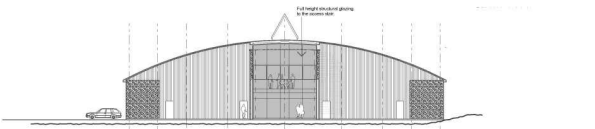
East Elevation 1:200
The Repair Facility



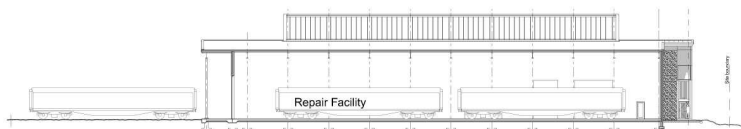
South Elevation 1:200
The Repair Facility



Section G-G 1:200
The Repair Facility



North Elevation 1:200
The Repair Facility



Section F-F 1:200
The Repair Facility

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NORTH YORK MOORS HISTORICAL RAILWAY TRUST
Carriage Care Facility
Repair Facility, Sections and Elevations

SCALE: As Shown
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3125/217



**NYMR CARRIAGE CARE FACILITIES
DESIGN AND ACCESS STATEMENT**

Date: October 2017

Issue 1

Date: October 2017

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PURPOSE



This Design and Access Statement is submitted in support of the full Planning Application submitted by The North York Moors Historical Railway Trust for the provision of new carriage care facilities at Pickering.

It details the context and need for the project, the current facilities, the location options, the site, the design proposals and the key design drivers. The report also details the project from the initial Project Brief, site analysis, concept design and scheme evolution, through to the detail of the final design solution. The statement also indicates the project's approach to flood resilience and environmental considerations.

INTRODUCTION

The North York Moors Historical Railway Trust (NYMHRT) is a community based charitable trust which owns and operates the historical 18-mile railway between Grosmont and Pickering, traversing the North York Moors National Park. Many of its trains operate onwards over Network Rail routes so that its trains connect Pickering with Whitby.

In the 50 years since the founding of the Trust, what started as the vision of a group of local people to reopen a local transport facility closed by Dr Beeching has developed into the world's busiest steam heritage railway and the largest single attraction within the National Park. It carries more than 300,000 passengers each year, employing more than 100 people in Pickering and Grosmont, supporting more than 900 jobs in local suppliers in the tourism and hospitality industry and bringing more than £30M per annum into the economy of the Moors and Dales.

It owns and relies upon historically important locomotives and carriages which provide the means of public access to the railway and its environment. The railway offers period travel in typical carriages from the 1930's, 1950's and 1960's behind heritage steam and diesel locomotives.

The aim of this proposal is to provide housing and repair facilities for the railway's historic rolling stock on land to the north of Pickering Station with the staged delivery of two new facilities for these carriages:

- a Carriage Stable whereby the running fleet can be kept and safely maintained under cover

- a Carriage Workshop for major overhauls and restorations of carriages

The Heritage Lottery Fund has committed to grant aid of approximately £1.4M towards the estimated £2.9M cost of the Carriage Stable proposal.

CONTEXT

The aim of the Trust is to help people enjoy the Moors and understand the steam age through travel on the railway, particularly by steam-hauled train.

Fundamental to this aim is the need to provide a fleet of passenger carriages. These are inevitably historic in nature, partly to provide an authentic experience of heritage travel and, more pragmatically, because more modern carriages are incompatible with steam locomotives. Braking, heating and door operation systems on modern coaches are not compatible with steam locomotives.

The NYMR operates around 50 carriages. These include typical coaches from the post war steam era (1950 – 68), Pullman dining cars of similar vintage and a train of pre-war coaches, typical of those used in the north east of England. Very few earlier 'veteran' coaches are resident on the line, not least because there is no secure or covered accommodation for them.

The continued wellbeing of these vehicles is absolutely fundamental to the continued operation of the railway. If the carriages deteriorate beyond repair, the railway must eventually close. However, the NYMR has never had any stabling accommodation for its coaches. They stand out overnight and through the winter closure period in all weathers. As a consequence, they deteriorate quicker than they need, they impact on the views around Undercliffe as they are stored outside. Unrestored vehicles awaiting attention are unsightly and they deteriorate faster than they can be restored.



Current Repair Shed



Current LNERCA shed

Small repair workshops have been built at Pickering Station, allowing overhauls to be undertaken. However, capacity is not sufficient to meet needs. A need for ten year-interval major overhauls on fifty vehicles suggests that around five carriages should be fully overhauled each year. In practice, about 1.5 complete overhauls is the most that can be achieved.

The NYMHRT's ability to provide the public with the heritage experience of travel in historic trains is dependent on the ability to care for, conserve and maintain in operational order these carriages. For the visitors, they are the main point of contact that they have with the railway, because they are the vehicles within which they travel, and where they can enjoy a unique heritage experience. The NYMHRT is the largest heritage railway in the country without proper facilities either to house its historic collection of carriages or to maintain them properly. Many other railways have already recognised and responded to these needs in order to protect their collections. The NYMR's present carriage care facilities are not compatible with the aspiration for long-term continuance of the railway operation.

The restricted layouts at Pickering and Grosmont mean that methods of conducting routine inspection and maintenance are grossly unproductive. Most work must be performed out in the open in Pickering station, where visibility is restricted because the railway tracks are curved, and in between train movements. This hazardous environment means that additional safety procedures must be followed, thereby exacerbating the poor productivity. In addition, there are a vast number of potentially unnecessary shunting movements to bring vehicles in for inspection, an activity which by itself is estimated to waste about 100 man days per year. Basic facilities such as inspection pits are not available and, as a consequence, even simple activities such as spring changes or brake block changing take far longer than they should.

A further concern is security. A recent incident reminded the Trust just how vulnerable its carriages and its services are to vandalism and theft. Establishment of a purpose-built depot will increase the railway's security and decrease the threat to services from criminal action.

Until recently, the NYMHRT has had limited options, but now there is the opportunity of using land close to the Pickering end of the line to meet this challenge. Although there is no spare land at Pickering Station itself on which to construct such facilities, fortunately land has recently become available just north of Pickering, and it is there that it is proposed to construct the two buildings.

PROPOSALS

As previously stated the aim of this proposal is to provide new and upgraded storage and repair facilities for the railway's historic rolling stock on land to the north of Pickering Station with the provision of two new facilities for these carriages:

The Carriage Stable

This is a major capital project to provide, for the first time, covered accommodation for most of the carriages on the railway. This facility will be used during the summer for overnight storage of the Pickering-based running fleet, and for its all-day storage in the winter when trains are not running. Day to day maintenance, servicing and safety checks will be undertaken there. In addition, it will house the railway's historic 1930's teak train, the Pullman train-set and key unrestored vehicles awaiting restoration.

The key benefits of this Carriage Stable will be: -

- halting the deterioration of these heritage vehicles
- eliminating maintenance of the carriages in the open air in all weathers
- extending the interval between major overhauls (anecdotal evidence from the Severn Valley Railway, who also provided this type of facility suggests a doubling of this interval)
- improving the experience of visitors, because the carriages they travel in will be in better condition than they would otherwise have been.
- provision of pre heating plant for the carriages
- enable carriage maintenance to be concentrated at Pickering
- an inspection pit enabling full underbody examinations and maintenance

- stabling and operation of the Pullman Dining train at Pickering, allowing the new attraction for Pickering of a regular Pullman service for visitors. (Most current Pullman services operate from the north end of the line).

The Carriage Workshop

The current facility, constructed during the 1980's, adjacent to the southern end of the station car park only has capacity to handle one long term carriage overhaul at a time. The net consequence of this capacity shortage is that the running fleet is steadily looking shabbier, and the backlog has grown to the extent that there are insufficient coaches to provide the ideal capacity without either leaving passengers standing in the aisles or loss of revenue having to turn passengers away. This leads to a loss of revenue and limits the growth potential of the NYMR and the tourism economy it supports.

The present workshops are cramped making for difficult and inefficient working as only two vehicles can be accommodated, one on long term overhaul and one undergoing intermediate repairs. The rail access to the depot often requires undue shunting moves to shuffle vehicles into their correct positions. Within the shed are small and cramped workshops and little or no space to store removed components during the overhauls.

With more space and better equipment, and a better managed fleet because of the proposed new Carriage Stable, productivity could be massively improved, thereby reducing long term overhaul time to 6 months, which in turn means that the capacity to handle two overhauls at the same time, instead of only the one, would solve the throughput problem.

The railway relies significantly upon community volunteers to support the heritage carriages. Provision of overnight accommodation will enhance the ability to attract volunteers and improve productivity avoiding the need to travel and enabling longer stays on the railway. The regular presence of workers on the site will assist security issues.



Internal view of the current NYMR shop



Internal view of the current LNER Carriage shop

Future prospects

Not part of the proposal, but the project will create an opportunity to improve the ambience of Pickering as a country station. A benefit of this move means that there is the opportunity eventually to convert the existing workshop facility, once it is vacated, into a visitor centre and museum, opening on to Platform 2 of Pickering Station and significantly enhancing the experience for visitors to Pickering and the railway.

Options Appraisal

In developing the proposals the NYMHRT considered where a carriage care facility should be located.

Strategically, the facility needs to be located close to one of the Railway's operational termini, needs to have a direct connection to the existing running lines and be at a point accessible to a growing workforce. It should also be outside the National Park if at all possible.

Sites are very limited for several reasons:

- The railway's estate is limited to the 18-mile strip of track bed and associated, cuttings and embankments, together with small village goods yards at Goathland and Levensham and a locomotive care facility at Grosmont. Goods yards at Pickering were mainly south of the station and have been redeveloped outside NYMR ownership. The NYMR does not have ownership of developable land at any of its stations.
- All but approximately one mile of line between New Bridge and Pickering is in the National Park, where there are presumptions against development.
- The steep sided and twisting valleys which are a feature of the railway's route mean that there are few sufficiently long areas of flat land adjacent to the railway.
- The limitations of railway trackwork geometry and shallow radii that must be applied to railway track mean that the minimum length of straight site required is predetermined by the operational requirement at circa 210m.

Sites considered

All the trains serve Pickering, some terminate at Grosmont, the rest finishing their journeys at Whitby, to which around half the trains continue through a licence agreement to use Network Rail tracks.

The NYMHRT does not own any land at **Whitby**, nor is it guaranteed that its licence to operate there over Network Rail's lines will be perpetual. In addition, not all of the NYMR's rolling stock is approved or could be approved for use over Network Rail to gain access to Whitby. For all these reasons, Whitby is not a suitable location for facilities.

Grosmont is within the National Park and the village's geography means that there are no suitable sites there for the storage and servicing of complete trains.

Trains don't start or finish at **Goathland** or **Levisham**, there is no suitable land and, of course, both locations are sensitive sites within the National Park. Poor road access and the lack of level sites also render these locations unsuitable.

This leaves **Pickering**, which is, in any event, the preferred site. Pickering is the starting point for the bulk of services, the base for the current carriage care workforce and the location of the existing workshop. The first mile of the line, from Pickering Station to New Bridge, is the only part of the NYMR outside the National Park.

Site selection at Pickering;

Locally, a facility needs land which is:-

- adjacent to the line
- the right length and of sufficient width for the buildings and approach tracks
- more or less the same level as the railway

The only non-railway land the NYMHRT owns in Pickering is the current car park adjacent to Pickering Station. Car parking space is already insufficient and the site is not big enough for the carriage care facility. Therefore a wide range of possible sites was explored adjacent to the railway (or its former route) between the Show Ground to the south of Pickering, Pickering Station and New Bridge to the north of Pickering.

The Show Ground might be a great place for the facility and for a park and ride station. However the disruption caused by reinstating the railway from there, through the town, to Bridge Street would be very considerable and the cost astronomical, requiring a considerable amount of (inevitably) public money which is simply not on offer.

At New Bridge the quarry was once rail-served and it is not beyond possibility that the quarry owners would make land available. However, the NYMHRT does not own the route of the former branch line into the quarry to provide the necessary access and the current owners of the land are unlikely to make it available. In addition, the site is at some considerable distance from the station.



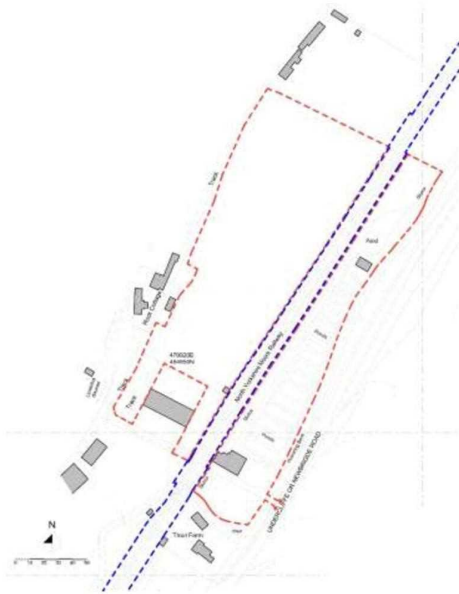
The view onto the proposed site from the lane

One superficially attractive site is that of the now largely disused trout farm tanks to the east of the railway between High Mill and New Bridge. However, this site is too narrow to be fully suitable and the owner is not prepared to make it available.

A number of other sites exist between High Mill crossing (the entrance to the Pickering station car park) and New Bridge. However, as the NYMHRT owns none of the land, it is reliant on what an owner might make available. The only site on offer is, as it happens, the only one that is big enough and it is this site, north and west of Trout Farm level crossing that is the subject of this application.

The proposed site has other advantages. It is ideal from a railway operational point of view. Rail access can be easily provided from the existing 'long siding' which runs north on the western side of the line beside the Trout Farm. It is of adequate size to house the facility within the constraints of railway trackwork geometry. The site is relatively flat and lies close to the level of existing tracks.

The Site



The proposed site of the new Carriage Care Facility is located approximately 600m to the north of Pickering Station adjacent to the former Trout Farm (Grid reference SE 79928495). The site of approx. 19,075 m² is bounded by the railway to the east, open pasture to the north, the rising valley side to the west and the access trackway to the south. The site is virtually level and is approximately 1 metre below the level of the railway at the southern end of the site. The existing railway main line and long siding tracks rise by approx. 300mm from south to north along the length of the proposed site.

Access to the site will be along the present private access lane from Undercliffe (locally known as Newbridge Road) via a bridge over Pickering Beck and the existing user worked level crossing over the railway. The lane presently gives access to an existing overflow car park located between the bridge and the level crossing, there will be continued right of access for prescribed authorised users over this lane.

Opposite the car park is a former Trout Farm building currently utilised by the railway.

The land for the proposed site is owned by Mr & Mrs A O'Donnell, it is proposed the NYMHRT will have a 99 years lease on the land. The access road east of the level crossing and the temporary car park are already leased by the Trust from the O'Donnell family.

The site has an open aspect and at present contains only one building used for livestock care and nearby equine grazing. This building will remain in the ownership and occupation of Mr & Mrs O'Donnell.

To the west of the site is Rock Cottage a residential property occupying an elevated position above the Trout Farm field.

The eastern side of the proposed carriage stable would be erected on land already in the railway's ownership and forming part of its operational railway land. Planning permission is not required for operational developments on this land. However, the rest of the Carriage Stable and all of the Workshop would be on land currently used for pasture and for which change of use approval will be required.

The Building Design

Generally

The disposition of the buildings within the site is dictated by the track layouts which have been designed in accordance with the Office of Road and Rail Guidance on Minor Railways. (This in itself is a digest of railway safety principles and guidance Parts 1 & 2 underpinned by Railways and Other Transport Systems (Approval of Works Plant and Equipment) Regulations 1994).

The Carriage Stable is located adjacent to the current running lines and incorporates the track currently used as a siding (known locally as the Long Siding). The structure follows the rise of the track gradient from south to north.

The Workshop is located at the north west end of the site. This not only allows the required track arrangement but also means it is out of a direct sight line from Rock Cottage. The structure is set at the existing ground level.

Both buildings have been designed with a curved roof, this reduces the overall height of the structures and therefore their visual impact. The Carriage Stable has an eaves height of 5.6 m and a maximum height of 8.6 m. The Workshop an eaves height of 4.8 m and a maximum height of 12.9 m. Single span portal framed structures would have heights of 10 m for the Carriage Stable and 17 m for the Workshops.

Both are steel framed structures utilising castellated beams and steel columns, both with a galvanised finish. The roof covering to both buildings is to be a mid to dark green coloured profiled metal with a non-reflective finish. Wide gutters will be provided to prevent blocking by leaves etc. and to ease rainwater collection.

The Carriage Stable

The proposed Carriage Stable is an open sided building to provide covered storage for up to 40 carriages on 5 no. roads. It will house the running rakes of coaches along with the heritage (teak-bodied) set and the Pullman Dining service vehicles.

The purpose is to provide storage for the carriages when they are not in traffic in a dry but well ventilated environment and to allow for their cleaning, replenishment of consumables and examination/light maintenance. These will include;

Mechanical / Electrical

- Fitness to Run examinations – Visual and mechanical inspections of springs, wheel sets, braking systems, carriage heating, doors and carriage interconnections.
- jacking of bogies for spring / bearing changes
- periodic carriage roof examinations.
- periodic carriage bogie examinations
- steam cleaning bogies
- minor and 'running' repairs
- brake testing

Servicing /External Cleaning

- internal cleaning and routine maintenance of fixtures and fittings
- replenishment of consumables
- load / unload of buffet supplies
- external and internal carriage cleaning / washing
- pre steam heating of carriages
- water tanking for carriage toilet flushing water supplies

- servicing the Pullman dining train – food / drinks / setting out of dining cars
- replenishment of carriage gas heating bottles
- storage of consumables / food / cleaning chemicals / oils / greases / gas / batteries
- storage for tools / brake blocks
- litter / waste disposal of consumables

The stable will be equipped with three platforms between the sets, a pit beneath one road and an area for a carriage to be lifted on jacks.

Ancillary accommodation on the western side of the facility houses the following accommodation;

- Staff toilets, locker room and changing rooms
- Dining Service facilities; Dry store, refrigerated store, linen store
- Plant room
- Steam Heating plant
- Gas bottle store

The high level wall cladding and the cladding to the ancillary accommodation will be in low maintenance vertical stained timber, the platforms will be in an open non slip metal grilling on galvanised steel portals. The floor within the shed will be of track ballast except in the Jacking Area and either side of track 1 to collect the carriage cleaning run-off where a power floated concrete will be used.

Services to be included in the building include;

- electric supply (3 phase, 240 v and 110v)
- fresh water

**NYMR Carriage Care Facilities
Design and Access Statement**

- surface water and foul drainage will be handled by means of a package treatment plant.
- a collecting sump with an interceptor to trap oils greases and cleaning chemicals
- an underground gas storage tank serving the heating requirements of the building and the steam heating plant

The stable is essentially a “garage” for the storage of vehicles which will be inserted and extracted from time to time to suit the normal railway operating requirements. The normal overall operating hours of the building will be 7 days per week 0700 – 2300 (lateness being mainly due to the return of the Diner/Pullman set).

The Carriage Workshop

The proposed Carriage Workshop is an enclosed building to provide facilities for the repair and restoration of both the current running stock and the historic vehicles. The building will be able to accommodate up to 8 no. vehicles on four roads. In addition there is a single vehicle paintshop.

The building incorporates the two vehicle shops, Metal working and woodworking workshops the paintshop storage areas and toilets at ground level with staff accommodation at first floor level including a messroom, locker room, toilets, office, training room and volunteer overnight accommodation.

Services to be included in the building include;

- electric supply (3 phase, 240v and 110v)
- fresh water
- surface water and foul drainage will be handled by means of a package treatment plant
- a collecting sump with an interceptor to trap oils greases and cleaning chemicals
- an underground gas storage tank serving the heating requirements of the building

The normal operating hours of the buildings will be 5 days per week 0800 – 1800.

The east and west external walls of the building are of gabions filled with local stone. The north elevation is of vertical stained softwood wall cladding as are the sliding doors to the south elevation. The Internal walls are of fair faced blockwork, the flooring of polished concrete.

Sustainability

Both buildings incorporate rainwater harvesting from the roofs for use in the toilet areas and for carriage washing

The provision of solar panels on the roofs of the buildings was considered but dismissed due to both the orientation of the buildings (basically north –south) and the need to avoid reflections from the roofs. However should circumstances change, future fitting of solar panels would be feasible.

Security

Recent events have brought to the fore the question of the security of the site. This can relate to both theft and vandalism.

Whilst it is not feasible to totally secure the whole site the following measures are proposed;

- A secure gate at the entrance to the site from the lane
- PIR operated lights within the Carriage Stable and on the south ends of the two buildings for overnight security
- CCTV surveillance of the whole site
- Security alarms (remotely monitored) to the Carriage Workshop and the rooms/stores within the Carriage Stable

Fire

Fire detection will be present within both buildings. In addition there will be no hot work undertaken within the Carriage Stable and the whole site will be a no smoking area.

Landscaping

The aim is to minimise the visual impact of the development by providing selected features along the adjoining public right of way. In addition in meeting the flood attenuation and environmental needs the unoccupied parts of the site will be landscaped to enhance the flora, ecological and wildlife aspects of the locality.

ACCESS

Access to the site

Access to the site is along an access lane from Undercliffe via a bridge over Pickering Beck and via a level crossing over the railway.

Although the responsibility for the access lane will pass to the NYMHRT with the lease for the land, there will be a right of access along it for scheduled existing users.

The current turn-in from Undercliffe is in effect narrow due to the nature of the existing bridge. The proposed ingress and egress from the site will be by a layout comprising a 4.8m wide vehicular access road with 6m radius curves as approved in principle by North Yorkshire County Council - the Highway Authority.

The revised access will require the construction of a new access bridge with the above layout. The bridge will be a shared access route for both pedestrians and vehicles as the present arrangement. The bridge design will permit the access to the site of refuse vehicles and fire appliances and the design will be approved in principle by the Highway Authority at the appropriate time. It is not intended to allow access for vehicles of a larger size to the site, any heavy or large items would be loaded/unloaded at the existing facility at New Bridge and transported to and from the site by rail.

The railway crossing

The current level crossing, known as "Trout Farm User Worked Crossing" (UWC), requires authorised users to manually operate (open and close) the gates during the crossing process in conjunction with visually checking for any approaching trains.



The current access from Undercliffe



The current User Worked Level Crossing

It is planned to upgrade the crossing to a "Power Operated Gate Opener" (POGO) arrangement whereby gate automation reduces the number of times a user has to cross the railway to close the gates and ensures gates are not left open posing a risk to others. In addition the operation of the gates will be interlocked with the signalling such that they cannot be operated when a train has been accepted along that section of the railway. This arrangement is approved for use here and is already in use at a user worked crossing serving houses at New Bridge, 300m north of the current site. Level crossing works do not form part of this application as they are covered by GPDO provisions.

Access to the facilities

Vehicular and pedestrian access to the facilities will be from the car park situated between the bridge over the beck and the level crossing. This car park will be used by both the staff working at the facility and visitors to it.

Due to the nature of the bridge even when up graded articulated HGVs will not be allowed to enter the site. It is envisaged that the main vehicular access will be for deliveries of goods for the dining service etc.

The surfacing of the access roadway within the site will be of Graded Hoggin.

Accessibility

Both the Carriage Stable and the Workshops are working environments without general public access. Both buildings will have accessible and ambulant toilet facilities whilst there will be lift access to the first floor area of the Workshop.

CONSTRUCTION OF THE FACILITIES

Due to the restricted vehicular access to the site it is proposed that the majority of the construction materials, plant etc. will be brought to site by rail from the NYMHRT's New Bridge Depot to the north of the site. This depot already has access for Heavy Goods Vehicles.

This method was successfully employed during the NYMHRT's recent Train of Thought project at Pickering Station which included the construction of the Education/Archive building and the reinstatement of the trainshed roof.



Construction of the new overall station roof utilising materials brought to site by rail

FLOOD RESILIENCE

The site location for the proposed development is in Flood Zone 3 (high risk), with the primary flood risk source being Pickering Beck which runs along the site's eastern boundary. The siting of 'less vulnerable' development such as this is appropriate in Flood Zone 3 therefore no Exception Test is required. However, because of the potential flood risk a thorough and comprehensive Flood Risk and Drainage Assessment report has been prepared by Alan Wood & Partners to accompany the planning application. The fluvial flood risk have been identified based on flood level information provided by the Environment Agency and the flood risk mitigation has been discussed with the Environment Agency and the project design team in detail.

Due to the development being in Flood Zone 3, flood plain storage cannot be lost or displaced so as not to impact others. This means that the finished floor levels cannot be significantly raised (to protect the building), as this would result in significant volumes of flood water being potentially displaced. Any potential loss of flood plain storage created by the new buildings and infrastructure will be balanced on site by the lowering of existing, un-developed ground levels in available parts of the site. Furthermore, the position of the buildings and the setting of the finished floor levels is also governed by the rail track geometry and constraints and as such has been optimized in the current position and level as shown on the proposed site plans.

Because floor levels are set below the proposed flood level, the buildings and site users will be subject to flood risk and potentially high hazard flood depths. The principle flood risk mitigation will include NYMHRT signing up to the Flood Warning Service and a responsible person will enact the Flood Warning and Evacuation Plan when a flood warning is received. All personnel will leave the site and the site will be closed until the flood warning or flooding subsides. However, un-planned events could cause the building to flood, therefore

emergency refuge will be provided at the level of the first floor and on platforms, accessible via internal stairs. Due to the industrial nature of the buildings, flood resilience will be adopted up to a height of over 1300mm above the lowest ground floor level. Electrical fittings and other flood sensitive equipment and materials will be elevated to a similar level, with service supplies at ceiling level dropping vertically to the fittings. Construction materials for the proposed buildings and development will be robust and resilient to flooding (e.g. concrete, steel, granular materials) and other resilient construction materials will be encouraged. The flood risk mitigation measures proposed will also provide a benefit to other flood risk sources, such as reservoirs, overland flows and surface water.

NYMHRT acknowledge and accept the proposed development is at risk from flooding and will undertake significant flood risk mitigation works to primarily protect the proposed users of the buildings, and also protect the building, the environment and wider area. It is the project team's belief that the scheme is appropriate for the area and flood risk mitigation can be adequately provided to reduce the flood risks to an appropriate and acceptable level.

.Details of the Flood Risk and Drainage Assessment are included as an Appendix.

ENVIRONMENTAL MANAGEMENT

A Design Environmental Management Plan has been prepared by TSP Projects Limited to environmentally assess the use of the Trout Farm field for the proposed carriage facilities. Ref B91149-REP-ENV0001 and is included as an Appendix.

The key considerations are:

Noise - A small number of sensitive receptors are located within a 250m radius of the site most of these are residential properties.

Water resources and flood risk. - The nearby Pickering Beck is designated a main river by the Environment Agency. The site also lies within Flood Zones 2 & 3 and notes the need to liaise with the Environment Agency for the works within the Flood Plain. A flood assessment has been undertaken and is included as an Appendix.

Ecology. - The survey noted the potential for the presence of protected species and confirmed the presence of invasive species Himalayan Balsam.

Access. - A Public Right of way runs parallel to the west of the site. Any impact on this right of way during construction will need to be considered and consultations conducted with the local landowners and relevant statutory bodies.

CONSULTATION

During the development of these proposals a number of consultations have taken place:

- 24 July 2013 - Ryedale District Council;
Site visit to discuss options; Rachel Smith, Rachel Mark, Julian Rudd
- December 2015 - Ryedale District Council,
Local sites consultation; Julian Rudd, (Head of Economy and Infrastructure)
- May 2016 - Ryedale District Council,
Informal discussion on proposal; Rachel Smith, (Development Control Officer)
- 27 January 2017 - Ryedale District Council,
Presentation and Informal advisory session; Garry Housden (Director of Planning) and Julian Rudd (Head of Economy and Infrastructure)
- 23 March 2017 - Pickering Town Council
Presentation of proposals and discussion; Joan Lovejoy, Helene Haythorn, Andrew Husband (Clerk)
- October 2016 - Rock Cottage residents
Initial contact; Brian Tozer

- Various 2016 - Environment Agency
Informal discussions: Dean Hamblin Flood & Coastal Risk Management
Senior Advisor) and colleagues
- 23rd January 2017 - Alex O'Donnell (and several previous dates)
Plan presentation and lease discussions: Alex O'Donnell + Paula
O'Donnell
- 22 May 2017 - Rock Cottage residents
Presentation of proposals and discussion; Brian and Sally Tozer

APPENDICIES

Appendix 1 Site photographs



Entrance to the site from Underbank
Looking north towards New Bridge



Site entrance and bridge over the beck.



Level crossing with the car park on the left. View looking west.



Level crossing, view looking east



Entrance to the site, view looking north



Existing farm building to remain



Existing lane to the west of the site leading to Rock Cottage



View onto the site from the south west corner



View onto the site from Rock Cottage



View of the site from the north of Rock Cottage

Appendix 2 Environmental Management

Design Environmental Management Plan prepared by TSP Projects Limited
Ref B91149-REP-ENV0001 Version P02 dated October 2016

Appendix 3 Geotechnical Report

Geotechnical Report prepared by TSP Projects Limited Ref B91149-REP-
GEO0002 P01 Final Issue Dated October 2016.

Appendix 4 Flood Risk and Drainage Impact Assessments

Technical Note prepared by Alan Wood & Partners' Ref NYMR – Prelim FRDA TENO01 giving preliminary advice in relation to flood risk and drainage for the site dated in February 2017

Flood Risk and Drainage Assessment and Appendices prepared by Alan Wood & Partners Ref MCB/AD/JF/39661-Rp001 dated October 2017

From: Pickering Town Council
Sent: 21 December 2017 11:58
To: Development Management
Subject: Re: 17/01281/MFUL

Dear Lizzie

No vote was taken but the feeling of the meeting was to support the proposal subject to EA and Yorkshire Water evaluation of the proposals to deal, respectively, with development in the flood plain and potential contamination of ground water.

Best wishes

Andrew

From:
Sent: Wednesday, December 20, 2017 3:19 PM
To:
Subject: RE: 17/01281/MFUL

Good afternoon Mr Husband,

I hope you are doing well.

Thank you for your response to the above application, on our system we would usually choose either support, representation or object for comments. I just wonder how you wanted your response to appear?

Kind regards,

Lizzie Phippard
Customer Service Officer (Place)
Customer Services (Place)
01653 600666 Ext 293
lizzie.phippard@ryedale.gov.uk
www.ryedale.gov.uk

Ryedale District Council | Ryedale House | Malton | North Yorkshire | YO17 7HH
Twitter: <http://twitter.com/RyedaleDC> | YouTube Channel: <http://www.youtube.com/user/ryedaledc>
Facebook: <http://www.facebook.com/RyedaleDC> | Flickr: <http://www.flickr.com/photos/ryedaledc>

From: Pickering Town Council
Sent: 20 December 2017 15:05
To: Development Management
Subject: 17/01281/MFUL

Erection of carriage stable with associated storage, staff facilities and service facilities for up to forty carriages from running fleet, erection of workshop for the restoration of historic carriages with associated staff facilities including accommodation, formation of an additional twelve parking spaces

and formation of new vehicular access to replace existing access over Pickering Beck together with additional landscaping on land north east of Rock Cottage.

The council heard arguments both for the proposed development and against it, all the points being cogently made. Amongst the points raised against the proposal were: the unsuitability of the proposed structures both in their scale and purpose in an area of high landscape value; their siting in Flood Zone 3 ie land that has been assessed as having a 1 in 100 or greater annual probability of river flooding, the presence of groundwater and whether attenuation proposals could be effective; noise and light pollution. Objectors to the application also referred to the quarry at Newbridge as a possible alternative location, the feasibility and viability of which should be explored. Representatives of the Railway explained the rationale for the construction of the carriage stable, repair shop and attendant development, and at the chosen site and not the quarry.

Members recognised the strength of feeling against the proposals, were clearly aware of the issues involved in the application, and expressed their sympathy for those members of the public who lived close to the proposed site; however, the council recognised the importance of the railway to the well being of the town and how the proposals would ensure the viability of the railway in the longer term and, thereby, the continuing well-being of Pickering. The primary concern was that the development should not increase the threat of flooding to lives and properties local to the site and in the town. The council was aware that the Environment Agency would be evaluating the proposed mitigation works and Yorkshire Water would be analysing potential risks to groundwater.

Andrew Husband
Clerk to Pickering Town Council

Item Number: 7
Application No: 17/00980/73
Parish: Terrington Parish Council
Appn. Type: Material Amendment
Applicant: Mr Matthew Clarke
Proposal: Variation of Condition 12 (Local Needs Occupancy) of approval 16/01227/OUT dated 15.03.2017 to add an additional bullet point to state: The obligations contained in this condition shall not be binding or enforceable against any mortgagee or any receiver appointed by such a mortgagee or any person deriving title through such as mortgagee or receiver provided always that a successor in title of such a person shall be bound by the obligations contained in this condition.

Location: Land to Rear Of The Forge North Back Lane Terrington North Yorkshire

Registration Date: 21 August 2017 **8/13 Week Expiry Date:** 16 October 2017
Case Officer: Gary Housden **Ext:** 307

CONSULTATIONS:

Paul Jackson AONB Manager	Comments made
Parish Council	Agrees with the application, however raises concerns.
Legal Services	No response received

Neighbour responses: No response received

Overall Expiry Date: 25 February 2018

INTRODUCTION:

Members will recall that this application as originally submitted was presented to the Planning Committee meeting on 21st November 2017 for consideration. The application was deferred at that meeting.

At the November 2017 meeting the application as proposed was recommended for refusal by officers because it was considered that insufficient information had been submitted to justify the amendments to the Local Needs Occupancy condition (LNOc) as then proposed. In view of the passage of time since the matter was last considered by Committee and also the recent change in committee membership a full copy of the earlier report is appended for ease of information.

Since the matter was reported in November 2017 officers have met with the applicant to discuss the outstanding concerns and to better understanding the applicants reasons for wishing to amend the LNOc in the manner proposed.

Following the meeting officers also then sought legal advice to discuss the approach being promoted by the applicant and to make further suggests on how the matter might move forward.

The applicant having received the views of officers has formally sought to amend the LNOc by seeking to add a further bullet point to the provisos required by Policy SP21 of the Ryedale Plan Local Plan Strategy. The full list of criteria set out in Policy SP21 of the plan is detailed in Para 6.6 of the earlier committee report.

The further point proposed by the applicant states:

"The obligations contained in this condition shall not be binding or enforceable against any mortgagee or any receiver appointed by such a mortgagee or any person deriving title through such as mortgagee or receiver provided always that a successor in title of such a person shall be bound by the obligations contained in this condition."

ASSESSMENT:

The applicant currently resides in a smaller property in Terrington and wishes to purchase a larger dwelling to meet the growing needs of the family. The applicant meets the requirements of the existing terms of the LNOc. However in this instance the condition relates to an outline planning permission for a dwelling which does not yet exist. Indeed reserved matters approval has yet to be applied for and granted by the Local Planning Authority.

What is clear is that the applicant who wishes to self-build his own dwelling on the plot will need to borrow in order to be able to build a larger dwelling. However the bullet points attached to the policy as written do not contain any reference to a mortgagee in possession clause. Without this proviso the applicant has currently been unable to identify a bank or building society that is prepared to lend to him for his specific project to proceed.

Following discussions and amendment to the application as now proposed the applicant's lender has confirmed that the additional bullet point would be acceptable to them. It is also of note that in the unlikely event that a repossession were to occur the additional bullet point would still require any future occupiers to be persons who satisfied the Local Occupancy criteria.

The additional correspondence received (which is partly redacted) is also attached for member's information.

As amended the variation of condition as now proposed is considered to satisfactorily address officer concerns that were previously reported to Members in November 2017. The revision as proposed gives sufficient confidence to the applicant's lender and will enable the property to be occupied by persons who already meet the LNO criteria as set out in the adopted development plan. The amended proposal is therefore considered to satisfy the policy approach to the distribution of housing set out in Policies SP1, SP2 and SP21 of the adopted Ryedale Plan Local Plan Strategy.

RECOMMENDATION:

Approve subject to the amended description of development set out above

- 1 Application for approval of reserved matters shall be made to the Local Planning Authority not later than .

The development hereby permitted shall be begun on or before whichever is the later of the following dates:

The expiration of two years from the final approval of the reserved matters or (in the case of approval on different dates) the final approval of the last such matters approved.

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

- 2 No development shall take place without the prior written approval of the Local Planning Authority of all details of the following matters:

- (i) The layout, scale and appearance of every building, including a schedule of external materials to be used

- (ii) The access to the site
- (iii) The landscaping of the site

Reason: To safeguard the rights of control by the Local Planning Authority in respect of the reserved matters.

- 3 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.

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

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

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

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

Reason: In accordance with Policy SP20 of the 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.

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

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

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

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

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

7 The details submitted for approval of reserved matters shall follow the principles and parameters set out in the Design and Access statement and Site Plan and Schematic Street Elevations shown on Drawing AR10 - Sheet No. 1 dated 20 January 2017, which also provides for the retention of the existing building on site which abuts the boundary with North Back Lane.

8 Development shall not begin until an investigation and risk assessment of land contamination has been completed by competent persons and a report of the findings submitted to and approved in writing by the Local Planning Authority. This shall include an appropriate survey of the nature and extent of any contamination affecting the site, and an assessment of the potential risks to human health, controlled waters, property and ecological systems.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other receptors.

9 Where land affected by contamination is found which poses risks identified as unacceptable, no development or remediation shall take place until a detailed remediation scheme to bring the site to a condition suitable for the intended use has been submitted to and approved in writing by the local planning authority. The scheme must include proposed remediation objectives and remediation criteria, an appraisal of remedial options and proposal of the preferred option(s), all works to be undertaken, and a description and programme of the works to be undertaken including the verification plan.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other receptors.

10 Unless otherwise agreed in writing by the local planning authority, none of the dwellings shall be occupied (or the site shall not be brought into use) until the approved scheme of remediation has been completed, and a verification report demonstrating the effectiveness of the remediation carried out has been submitted to and approved in writing by the local planning authority. The verification report shall include a description of the works undertaken and a photographic record where appropriate, the results of any additional monitoring or sampling, evidence that any imported soil is from a suitable source, and copies of relevant waste documentation for any contaminated material removed from the site.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other receptors.

11 In the event that contamination is found at any time when carrying out the approved development, that was not previously identified, it must be reported immediately to the local planning authority. An appropriate investigation and risk assessment must be undertaken, and where remediation is necessary, a remediation scheme must be prepared by competent persons and submitted to the local planning authority for approval. Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be submitted to and approved in writing by the local planning authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and

ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other receptors.

12 The dwelling hereby approved shall only be occupied by a person(s) together with his/her spouse and dependents, or a widow/widower of such a person, who:

- Have permanently resided in the parish, or an adjoining parish (including those outside the District), for at least three years and are now in need of new accommodation, which cannot be met from the existing housing stock; or
- Do not live in the parish but have a long standing connection to the local community, including a previous period of residence of over three years but have moved away in the past three years, or service men and women returning to the parish after leaving military service; or
- Are taking up full-time permanent employment in an already established business which has been located within the parish, or adjoining parish, for at least the previous three years; or
- Have an essential need arising from age or infirmity to move to be near relatives who have been permanently resident within the District for at least the previous three years
- The obligations contained in this condition shall not be binding or enforceable against any mortgagee or any receiver appointed by such a mortgagee or any person deriving title through such as mortgagee or receiver provided always that a successor in title of such a person shall be bound by the obligations contained in this condition.

Reason: To satisfy the requirements of Policies SP2 and SP21 of the Ryedale Plan - Local Plan Strategy.

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

Drawing No. 1227/01/AR10/02 - Location and site plan; and

Drawing No. 1227/01/AR10/01 dated 20.01.17 - Site plan and Schematic Street Elevations

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



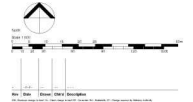
Site Layout 1:500



Location 1:1250
North Back Lane, Terrington
Grid Ref: SE 4695 1201
E 46975 N 47012

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PLANNING APPLICATION



bramhall blenkarn

RIBA Chartered Practice

The Rectory, Station, North Terrington, Norfolk PE10 7DP

North Back Lane (Site of Terrington Primary School)

North Back Lane, Terrington
Grid Ref: SE 4695 1201; E 46975 N 47012

Mr & Mrs P Scallan

Location and Site Plan

Scale:	A1	Scale:	1:500 and 1:1250
Date:	02/10/15	RB	RB
1227	01	AR10	02

DATE VALID 20/07/16

**Terrington with Wiganthorpe and Ganthorpe
Parish Council**

Chairman
Mr. W. Winning
Plump House
Terrington
York YO60 6QB

Clerk
Mrs. A. Hartas
The Cherries
237 Strensall Road
Earswick
York YO32 9SW

Planning Department
Ryedale District Council
Ryedale House
Malton YO17 7HH

23rd September 2017

Dear Sir

Application 17/00980/73
Applicant Mr M Clarke

The Parish Council are in full agreement with this application. The Local Occupancy Clause may be a 'solid' attempt to serve the local communities but the main effect of the way that the Council are imposing it, limits the buyers to not just local but to cash buyers. Even using the suggested 'cascade' idea of widening the market, whilst also a good idea to which we do not object, this will not work for most High Street lenders who have to be able to sell a property, if needed, at Market Value not restricted.

The sale of land for building seems unlikely to happen without a relaxation of the rules imposed by Ryedale District Council.

Yours sincerely

Ann Hartas

Agenda Item 8

Item Number: 8
Application No: 17/01369/MFUL
Parish: Buttercrambe With Bossall Parish Meeting
Appn. Type: Full Application Major
Applicant: Mr Christian Van Outersterp
Proposal: Change of use of land to form woodland fairy trail with erection of single storey building for use as reception, cafe, toilets, kitchen, storage and fairy museum/story telling area, formation of car parking, improvements to tracks and paths, formation of pedestrian footpaths with focal point structures and installation of foul drainage reed bed system
Location: Land At Stamford Bridge Road Sand Hutton Malton

Registration Date: 21 November 2017
8/13 Wk Expiry Date: 20 February 2018
Overall Expiry Date: 28 December 2017
Case Officer: Niamh Bonner **Ext:** Ext 325

CONSULTATIONS:

Environmental Health Officer	No objection
Countryside Officer	No objection, condition recommended
Parish Council	No response received
Highways North Yorkshire	Recommend Condition
Neighbour responses:	No responses received

POLICIES:

Local Plan Strategy -Policy SP1 General Location of Development and Settlement Hierarchy
Local Plan Strategy - Policy SP8 Tourism
Local Plan Strategy - Policy SP13 Landscapes
Local Plan Strategy - Policy SP14 Biodiversity
Local Plan Strategy - Policy SP16 Design
Local Plan Strategy - Policy SP17 Managing Air Quality, Land and Water Resources
Local Plan Strategy - Policy SP19 Presumption in Favour of Sustainable Development
Local Plan Strategy - Policy SP20 Generic Development Management Issues
National Planning Policy Framework
National Planning Practice Guidance

SITE:

The application site comprises mainly a mature commercial woodland area located circa 1.6km to the south of Sand Hutton and circa 2.1km to the western side of Buttercrambe, within the Parish of Buttercrambe and Bossall. The application site adjoins Jolly Days Glamping site and will share the existing access onto the C177 leading between Buttercrambe and the A166.

The area of the application site is approximately 15.8 hectares.

PROPOSAL:

This application seeks permission for the change of use of land to form woodland fairy trail with erection of single storey building for use as reception, cafe, toilets, kitchen, storage and fairy museum/story telling area, formation of car parking, improvements to tracks and paths, formation of pedestrian footpaths with focal point structures and installation of foul drainage reed bed system.

The proposed use will be a woodland fairy trail, adjoining the area of land used by Jollydays Glamping Site, in an area of existing commercial woodland which would operate on a year round basis. The proposal will incorporate a network of footpaths, with a proposed total of 2.4km of paths, of these; 1.2km new and 1.2km existing. These will be interspersed with focal points around the subject of fairy woodland creatures, as indicated within the submitted plans.

Access to the site will be gained through the existing access serving Jollydays Glamping, along the Stamford Bridge – Buttercrambe road. The car parking within an existing glade would provide 60 spaces, accessed via a new track diverging from the main access at the start of the wooded area.

As noted, a single storey building will be required to facilitate a reception, café and toilets for visitors, this will be completed in wood and black corrugated sheeting, with a black rubber EPDM roof and is situated within the site, surrounded by tree cover. A young child's play area will be located in close proximity to the single storey building.

The application also incorporates a foul drainage reed bed system, located c75m to the north of the proposed single storey building. Electricity for the café will be provided via solar panels on the southern roof slope of the proposed building.

HISTORY:

The following application is considered relevant to the current proposal:

08/00824/MFUL: Change of use of area of commercial woodland for siting of 30 no. units of tent accommodation and 4 no. additional tents providing ancillary facilities with associated parking and alterations to vehicular access. Approved

APPRAISAL:

The main considerations within the determination of this application are:

- i. The principle of development
- ii. Character and Form
- iii. Impact upon Amenity
- iv. Impact upon Trees and Ecology
- v. Impact upon Access and Highway Safety
- vi. Other matters, including consultation responses.

i. The Principle of Development

The NPPF supports local planning policies that will support sustainable rural tourism and leisure developments that benefit 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 *"sustainable tourism will be achieved by supporting:*

- *The business plans and operation requirements of existing tourist and visitor attractions*
- *Cultural and creative businesses in Ryedale inspired by Ryedale's unique environment.*

And by maximising the opportunities to develop further tourism, outdoor education, and recreation using the District's natural, cultural and historic assets as an economic driver, including the potential provided by:

- *Biodiversity and the development of nature tourism.*

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

The proposed trail is located deep within Buttercrambe Moor Wood and would not be visible from outside the application site. As noted the application site directly adjoins Jollydays glamping site, with which it would share an entrance.

The agent has provided a comprehensive Design and Access Statement which gives an overview of the proposed development. This notes; "The development is modest in scale, structures occupy 252 square metres and car parking is for 60 cars, both within the existing woodland glades to minimise tree disturbance, allowing for a mix of day visitors and guests from the glamping site. The trail celebrates Yorkshire fairies and will have a real sense of place, the mythology and folklore are unique to Ryedale.

The woodland setting means the trail will be off grid and minimal electricity will be used, this will be generated by renewable methods with solar panels on the south fencing section of the shed. As with the existing glamping site all effluent will be dealt with on site with the construction of a reed bed system.

The nature of the trail is essentially a long and winding woodland walk and the rustic setting is maintained by stones paths, which are wide enough for wheelchair users. Visitors not wishing to tackle the long walks can still experience the woodland location and enjoy the fairy museum and cafe which area located close to the vehicle track. There will be disabled parking close to the amenities

The applicant's supporting statement confirms that they have been invited to make a submission for a grant to the Rural Development Programme England (RDPE) Growth Programme in relation to this proposed scheme.

It is considered that this proposed use is in accordance with national and local policy in particular Policy SP8, the proposal will incorporate low key alterations which remain sensitive to the woodland location and will capitalise upon the woodland area for outdoor education and tourism. The wider site incorporates an existing tourism use and access is already available off the local highway. Access will be further discussed in Section 5.

ii. Character and Form

This application will incorporate the erection of a 'L' shaped building to form a café, toilets, ticketing area and fairy museum/storytelling area. This will incorporate a pitched roof design, with a maximum height of c3.3m and a footprint of c252 square metres on a slightly larger veranda.

It is considered that this is a building of a modest scale that will assimilate well within the woodland location given the appropriate form and materials. Furthermore, given the location of the building

within the site, no views would be realised from outside of the fairy trail.

The supporting statement notes that minimal tree felling would be required, as gaps and glades existing to facilitate the building and car parking. It notes that those trees lost would *“be primarily those timber crops at maturity ready for harvest, or due to be removed as part of the estates normal silvicultural thinning operations. Replanting with native species would then occur.”* It further notes *“A continuous woodland canopy (with existing glades) is fundamental to the experience.*

The installation of the new paths and formalisation of the car park area would be undertaken through the installation of permeable stone on permeable matting. It is considered that this could be undertaken without harm to the character and form of the woodland area. A cross sectional drawing has been provided to indicate the proposed formation of the new accesses.

Indicative information has been supported within the Design and Access Statement to illustrate the types of structures around the fairy trail. These appear fitting within the woodland environment. It is therefore considered that the proposal satisfies the requirements of Policy SP16 (Design) and SP20 (Generic Development Management Issues) of the Ryedale Plan - Local Plan Strategy. The proposed development will not significantly or harmfully alter the character of the proposed woodland area.

iii. Impact upon Amenity

It is not considered that there would be any harm to amenity by virtue of this proposed use, given the distance from other residential properties and businesses.

The lighting proposed would be in the form of warm white LED fairy lights and low pressure sodium lights within the trail which due to the silvant nature of the site, this low level lighting would not be visible from outside the trail. Within the submitted woodland and biodiversity management plan it is noted that only limited external lighting will be utilised. A condition is recommended to require details of any further external lighting, should it be required.

This proposal satisfies the requirements of Policy SP20 (Generic Development Management Issues) of the Ryedale Plan - Local Plan Strategy.

iv. Impact upon Trees and Ecology

Policy SP13 of the Ryedale Plan - Local Plan Strategy notes 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 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)
- The ambience of the area, including nocturnal character, level and type of activity and tranquillity, sense of enclosure/exposure.

The wooded area is not a specifically protected woodland and no trees are subject to tree preservation orders. It is noted that this is a commercial woodland rather than a historic woodland. Nonetheless, the application site incorporates a verdant, silvan, undeveloped character.

A Woodland and Biodiversity Management Plan has been submitted for the proposed use, indicating the existing woodland compartments and long term objectives within the site including tree thinning, management of veteran trees, new trees, management of invasive species, regeneration.

Further detail is provided on measures to protect and enhance biodiversity.

The Council's Countryside Specialist has been consulted in respect of the proposal and he has confirmed no objection to the proposal. The following consultation response was provided.

"The proposed development is designed to have a very low impact on the existing ecology of the wood and indeed many of the proposals would enhance the wildlife interest of the site. The wood is of secondary origin and would benefit from the light thinning/group felling and replanting with broadleaved species proposed. The building and car park are situated in existing glades to limit the number of trees to be removed to a negligible level."

A condition was recommended by the Countryside Specialist in relation to the enhancements and methods proposed.

This application is therefore considered to be in accordance with Policy SP13 Landscapes and SP14 Biodiversity of the Ryedale Plan - Local Plan Strategy.

v) Impact upon Access and Highway Safety

As noted, access to the site will be through the existing access serving Jollydays Glamping, along the Stamford Bridge – Buttercrambe road. The car parking would be provided through a new track diverging from the main route at the start of the wooded area, within an existing glade.

The Highway Authority noted within their original consultation response dated 22nd December 2017 concerns that given the likely increase in traffic, an appropriate passing place should be made available along the main route from the public highway, and be clearly visible to vehicle drivers once they have turned off the highway into the woodland.

The applicant responded to this with a revised plan incorporating a passing place to the Highway Officer's specifications and a revised highway response was received confirming no objection to the proposal on the 24th January 2018.

It was suggested within this response that additional passing places could be beneficial within the wood itself on the vehicle access tracks, however this was not a formal requirement and the Highways Officer was satisfied with the scheme. The applicant confirmed with the Case Officer in an email dated 31st January 2018 that the vehicular access to the car park in the woods is 6m width so no passing places should be needed and it is also only approximately 150m length from entering the woodland to the car park.

It is noted that in relation to car parking that consideration has been given to the 'marking out' of the parking spaces. Marking out of spaces would aid in ensuring that the noted 60 spaces could be more likely to be achieved, as having no markings would generally see users use more space and consequently lower overall available levels, which will be important if the business flourishes.

The applicant confirmed in an email dated 31st January 2018 that *"the car park spaces will be demarcated with wooden posts, 4ft above ground level (with the tops marked in white), at the car park edge, to indicate where cars should park and arrange themselves."* This has been undertaken already within the parking area serving the glamping site and photographs will be available during the committee presentation. It is considered that this approach strikes an appropriate balance between organising the parking provision and being sensitive to the natural environment.

The installation of the new paths and access, together with the formalised new car park area would be undertaken through the installation of permeable stone on permeable matting. It is considered that this could be undertaken without harm to the character and form of the woodland area. Cross sectional plans have been received (Drawing no. NFT 07) to illustrate to depth, width and proposed

formation of the new access track to the proposed car park.

Therefore, subject to the recommended condition in relation to parking spaces, it is considered that, the proposal would not result in any harm to access or highway safety.

vi. Other Matters, including consultation responses

No response have been received from the Parish Council in relation to this proposal.
No other letters of representation have been received.

In light of the above considerations, subject to the recommended condition in relation to parking and tree management, this proposal is considered to satisfy the relevant policy criteria outlined within Policies SP1, SP8, SP13, SP14, SP16, SP17, SP19 and SP20 of the Ryedale Plan – Local Plan Strategy and the National Planning Policy Framework.

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

Site Location Plan
Existing Site Plan (Drawing no. NFT01)
Proposed Site Plan (Drawing no. NFT-02 Rev A)
Proposed Floor Plan (Drawing no. NFT-03)
Proposed Elevations 1 (Drawing no. NFT-04)
Proposed Elevations 2 (Drawing no. NFT-05)
Proposed Floor Plan (Drawing no. NFT-06)
Car Park Sections (Drawing no. NFT 07)

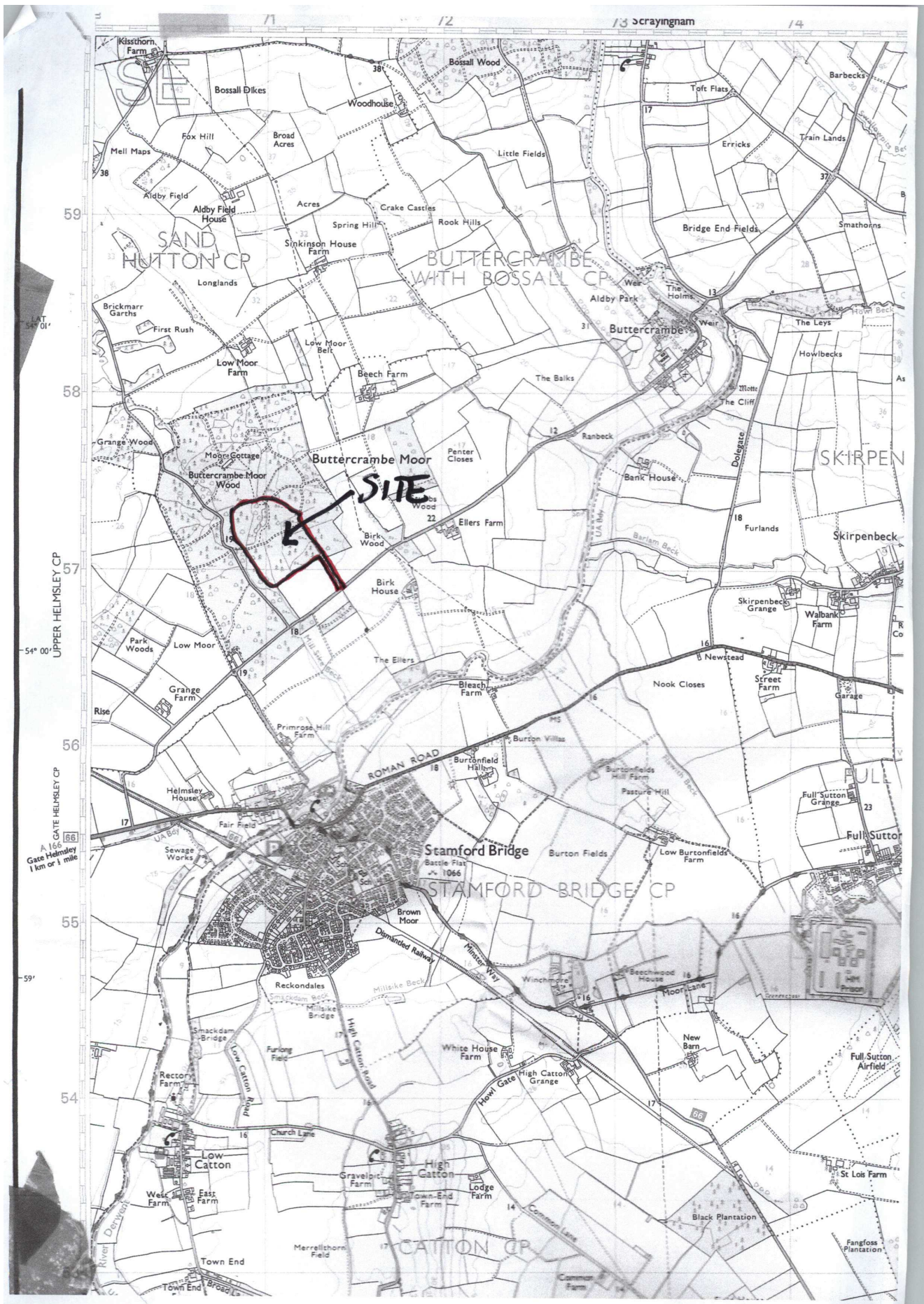
Reason: For the avoidance of doubt and in the interests of proper planning.

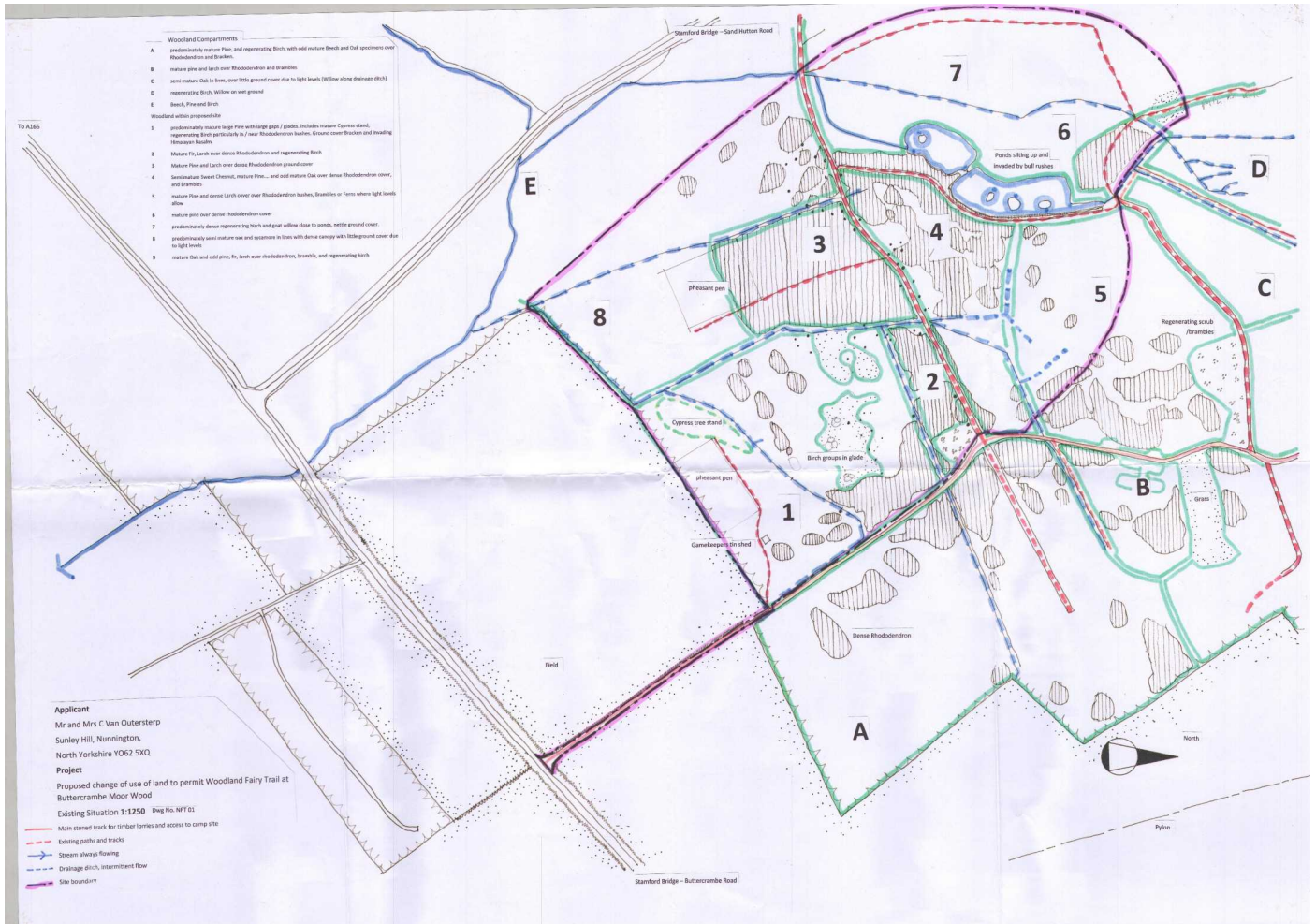
3 Prior to the commencement of the development hereby permitted, precise details of any additional external lighting other than those referenced within the submitted Woodland and Biodiversity Management Plan shall be submitted to and approved in writing by the Local Planning Authority.

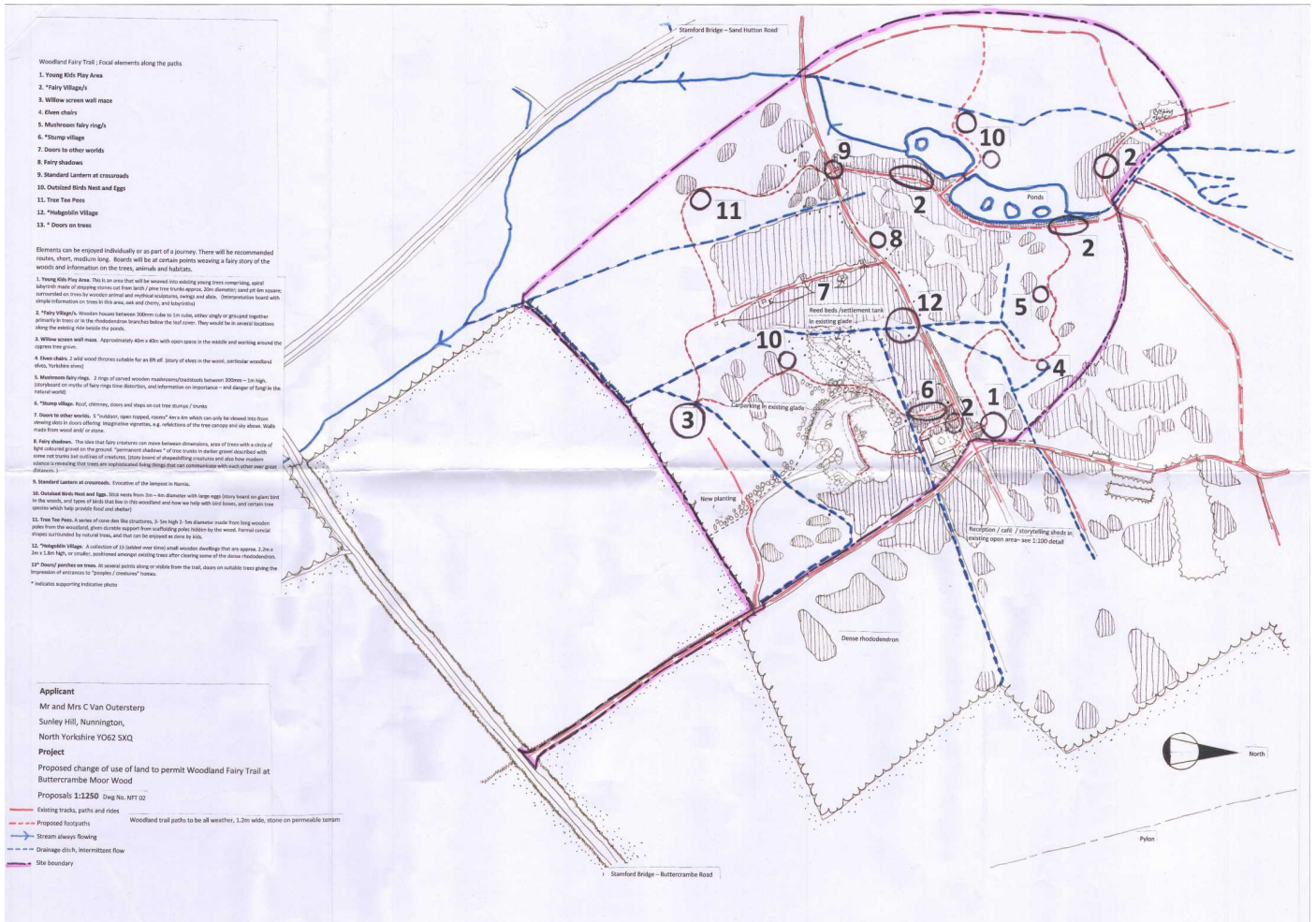
Reason: to ensure an appropriate appearance and to comply with the requirements of Policies SP16 and SP20 of the Ryedale Plan - Local Plan Strategy.

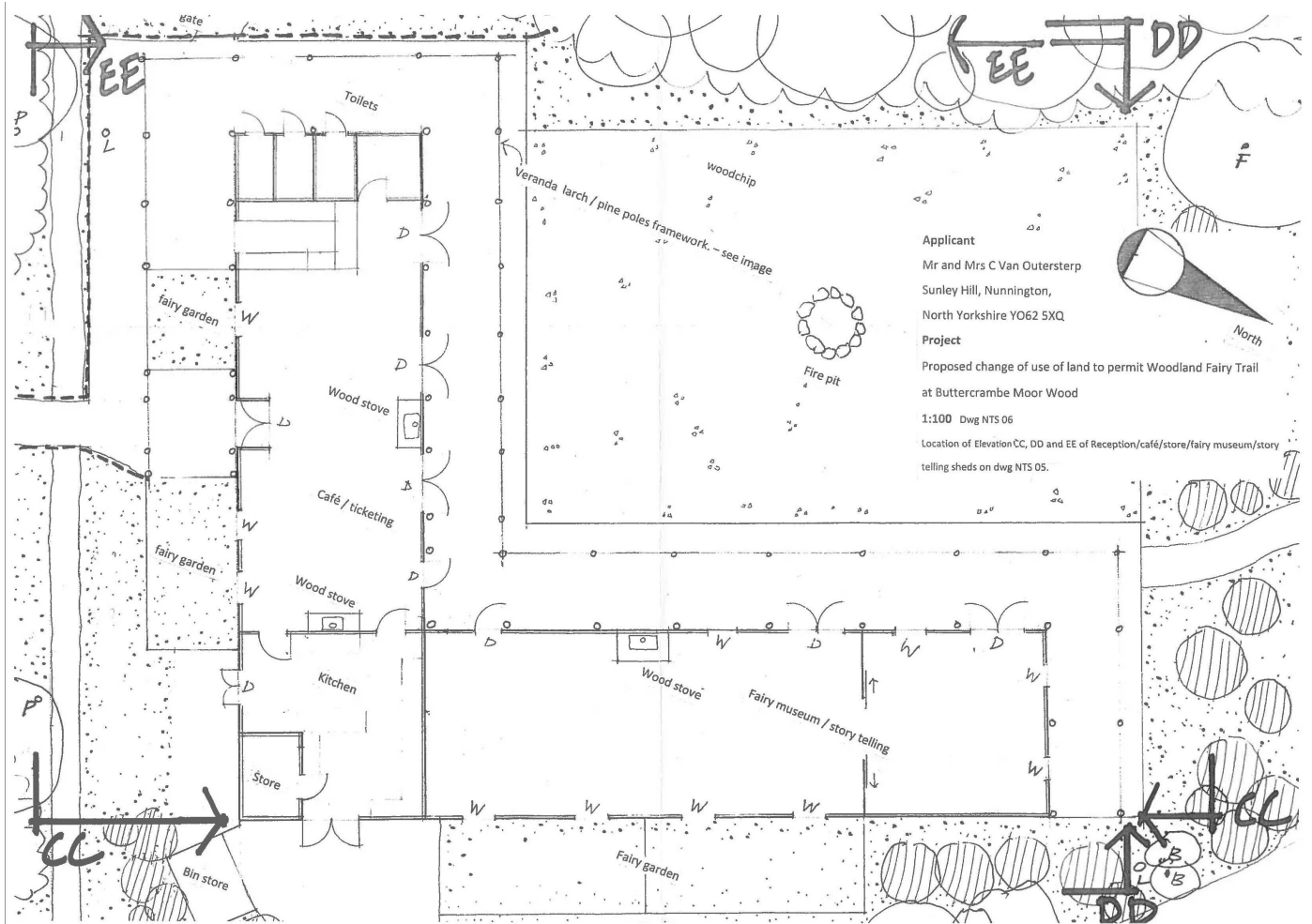
4 Notwithstanding the provision of any Town and Country Planning General Permitted or Special Development Order for the time being in force, the areas shown on Drawing Number NFT 02 Rev. A for parking spaces, turning areas and access shall be kept available for their intended purposes at all times.

Reason: In accordance with 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.









Applicant

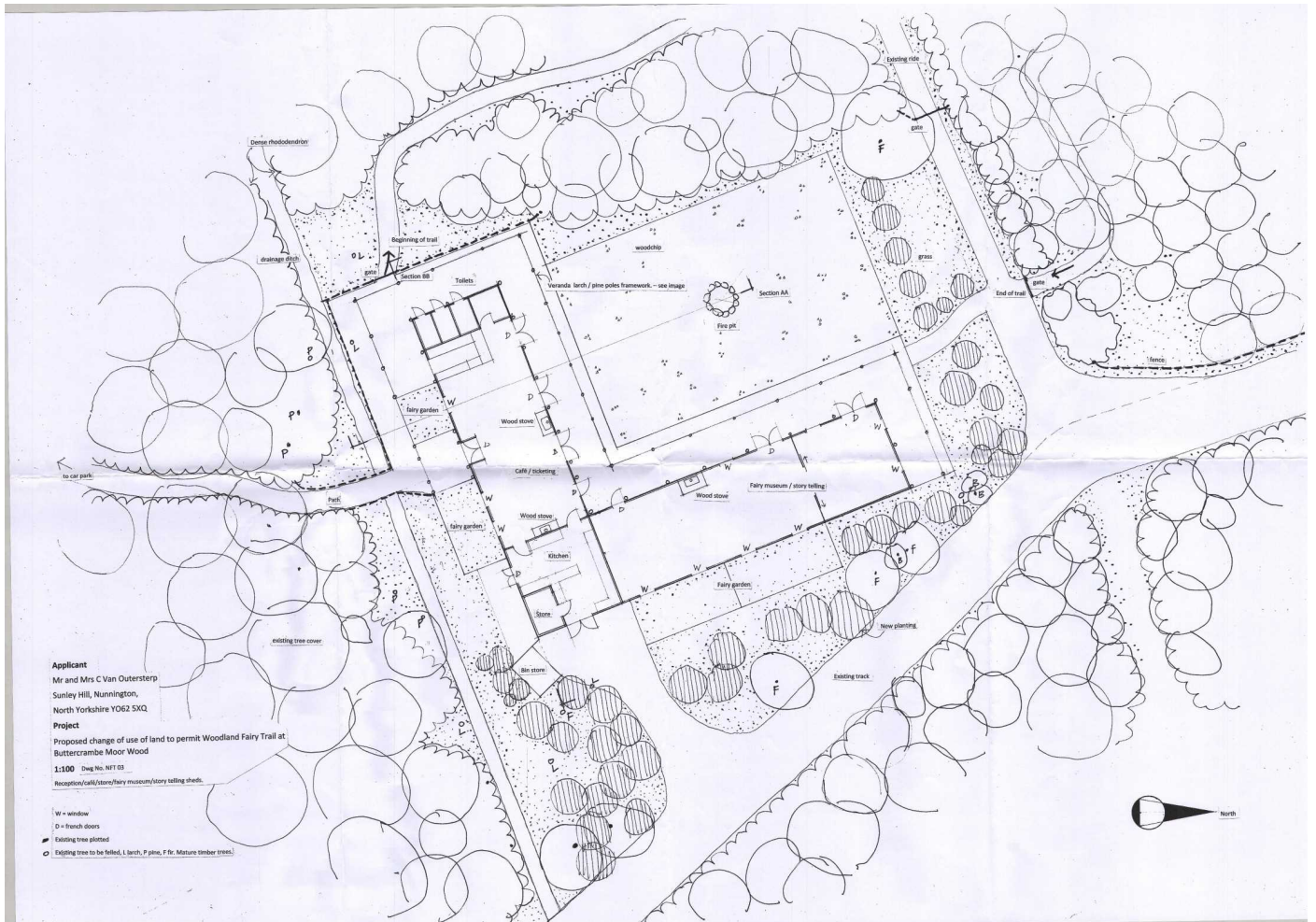
Mr and Mrs C Van Outersterp
 Sunley Hill, Nunnington,
 North Yorkshire YO62 5XQ

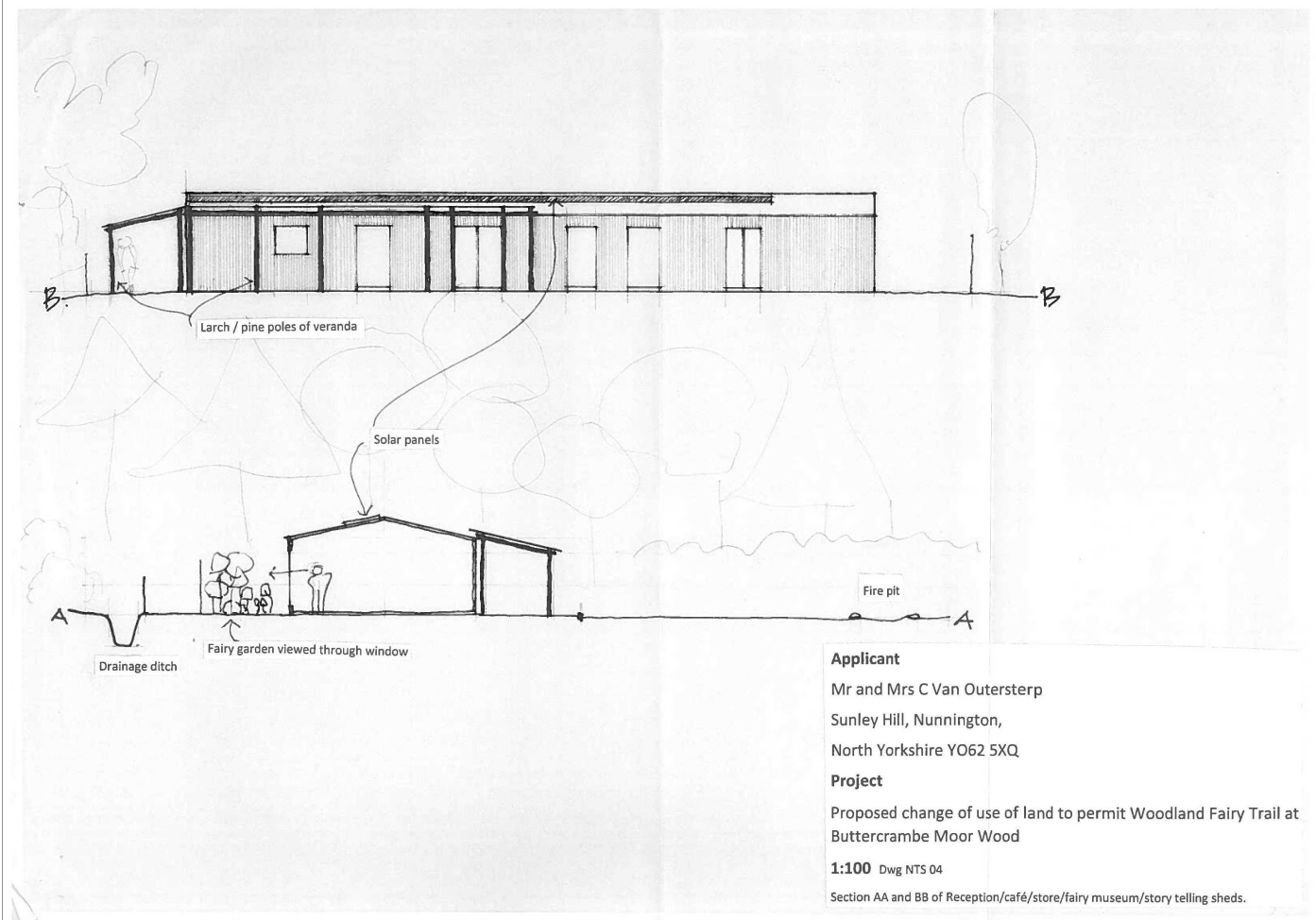
Project

Proposed change of use of land to permit Woodland Fairy Trail
 at Buttercrambe Moor Wood

1:100 Dwg NTS 06

Location of Elevation CC, DD and EE of Reception/café/store/fairy museum/story
 telling sheds on dwg NTS 05.

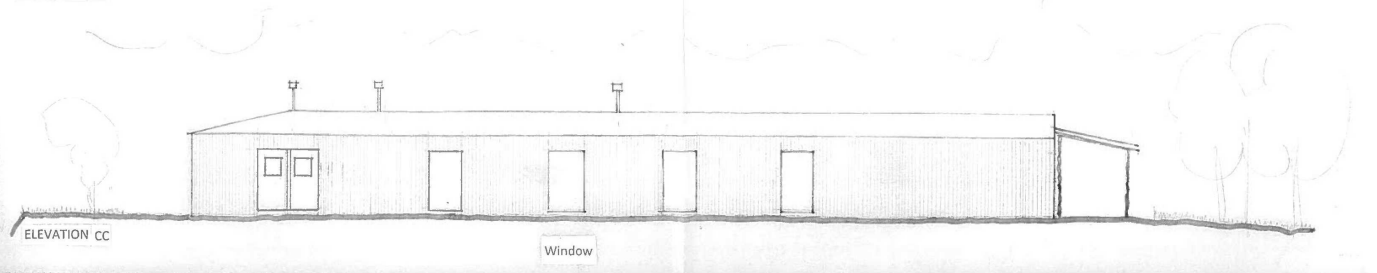
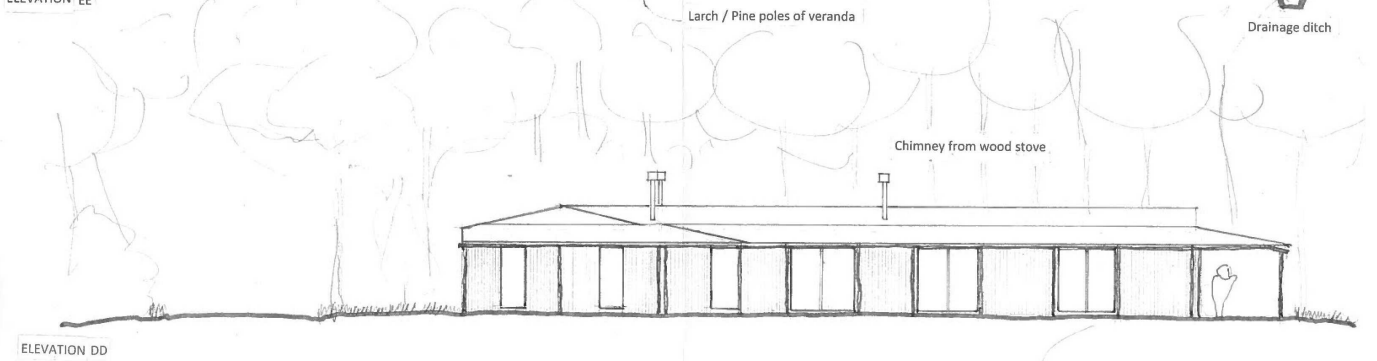
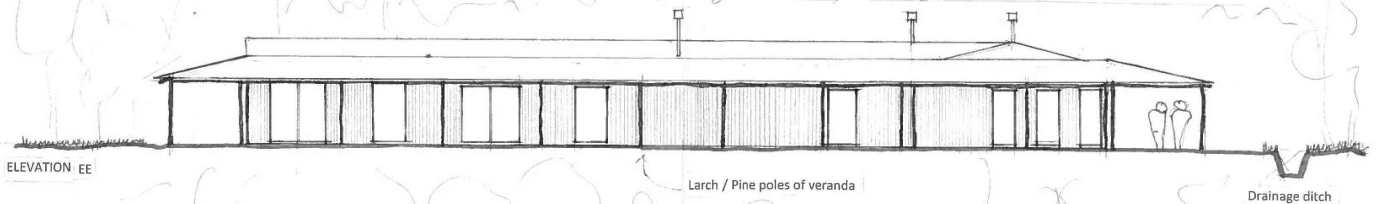




Applicant
Mr and Mrs C Van Outersterp
Sunley Hill, Nunnington,
North Yorkshire YO62 5XQ

Project
Proposed change of use of land to permit Woodland Fairy Trail
at Buttercrambe Moor Wood

1:100 Dwg NTS 05 (See drawing NTS 06 for locations)
Elevation: CC, DD and EE of Reception/café/store/fairy museum/story telling sheds.



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Woodland Fairy Trail: Focal elements along the paths

1. Young Kids Play Area
2. Fairy Village/s
3. Willow screen wall maze
4. Elven chains
5. Mushroom fairy ring/s
6. "Stump village"
7. Doors to other worlds
8. Fairy shadows
9. Standard Lanterns at crossroads
10. Outback Birds Nest and Eggs
11. Tree Tee Pass
12. "Hobgoblin Village"
13. "Doors on trees"

Elements can be enjoyed individually or as part of a journey. There will be recommended routes, short, medium long. Boards will be at certain points weaving a fairy story of the woods and information on the trees, animals and habitats.

1. Young Kids Play Area: This area will be used for existing or new tree planting, aerial labyrinth made of stepping stones cut from local pale tree trunks approx. 20m diameter, sand pit (in square) surrounded on trees by wooden animal and mythical creatures, swings and slide. Interpretation boards with simple information on trees in this area, oak and cherry, and habitats.
2. Fairy Village/s: Wooden houses between 300mm cubes to 1m cube, either singly or grouped together primarily in trees or on the rhododendron branches below the tall canopy. They would be in several locations along the existing site beside the ponds.
3. Willow screen wall maze: Approximately 40m x 40m with open space in the middle and working around the existing tree grove.
4. Elven chains: 2 willow branches suitable for an 8ft all (story of glass in the work, particular woodland area, "hobbit hole")
5. Mushroom fairy ring/s: 3 rings of carved wooden mushrooms/hoodlums between 300mm - 5m high, 1000mm apart on paths of fairy ring type structure, and information on importance - and danger of fungi in the natural world.
6. "Stump village": Roof, chimney, doors and steps on cut tree stumps / trunks.
7. Doors to other worlds: 10 wooden, open framed, curved 4m x 4m which can only be closed back from viewing a path to doors offering imaginative vignettes, e.g. reflection of the tree canopy and sky above, walls made from wood and/or stone.
8. Fairy shadows: The idea that fairy characters can move between dimensions, areas of trees with a circle of light coloured ground on the ground, "permanent shadows" of trees made to darker ground described with some red marks for surface of entrance, glow based on disappearing creatures and also how visitors observe to reveal that there are supernatural things that are communicated with each other over great distances.
9. Standard lanterns at crossroads: Evocative of the lampost in Narnia.
10. Outback Birds Nest and Eggs: Stick nests from 2m - 4m diameter with legs (lign board on giant bird in the woods, and legs of birds that live in the woodland and tree are legs with bird faces, and create tree spaces which help provide food and shelter).
11. Tree Tee Pass: A series of one and like structures, 3 - 5m high, 3 - 5m diameter made from long wood poles from the woodland, given sturdy support from supporting poles hidden by the wood. Formal casual shape surrounded by wood and grass, and that can be enjoyed in any light.
12. "Hobgoblin Village": A collection of 12 (packed over small) wooden dwellings that are approx. 2.3m x 2m x 1.2m high, or smaller, positioned amongst existing trees after clearing some of the dense rhododendron.
13. "Doors on trees": As several pieces along or above from the trunk, above or visible trees giving the impression of entrances to "temples / creature" houses.

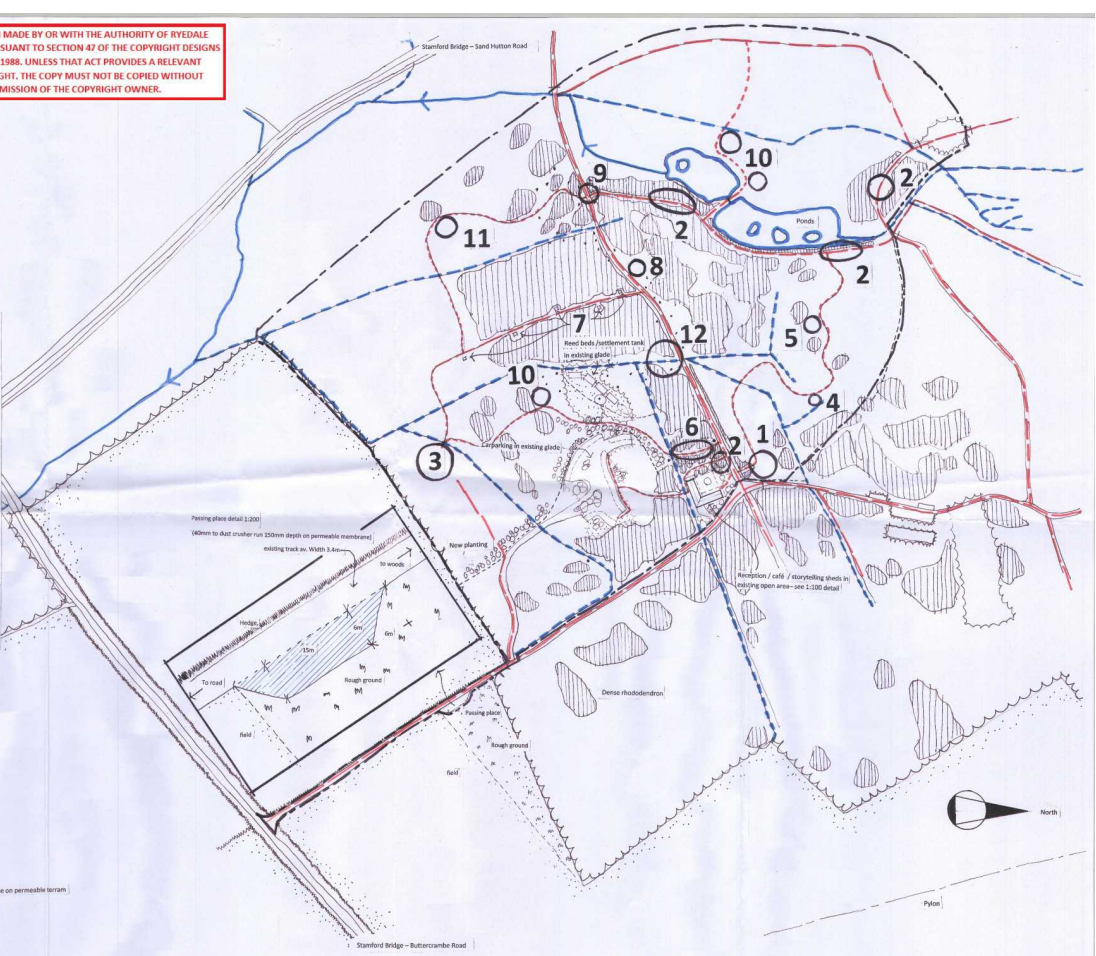
* Indicates supporting indicative photo

Applicant
Mr and Mrs C Van Ouzterterp
Sunley Hill, Nunnington,
North Yorkshire YO62 5XQ

Project
Proposed change of use of land to permit Woodland Fairy Trail at
Buttercrambe Moor Wood
Proposals 11250 Dwg No. 00102 REV A (09/20/2018 - 10/20/2018)

- Existing tracks, paths and rides
- Proposed footpaths
- Stream always flowing
- Drainage ditch, intermittent flow
- Site boundary

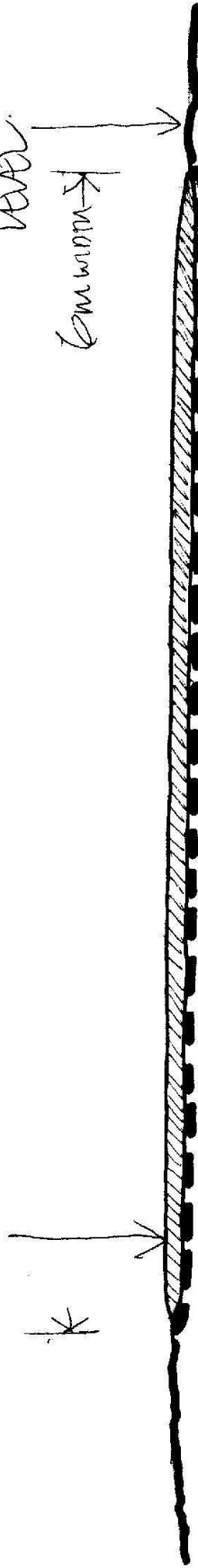
Woodland trail paths to be all weather, 1.2m wide, stone on permeable terrain



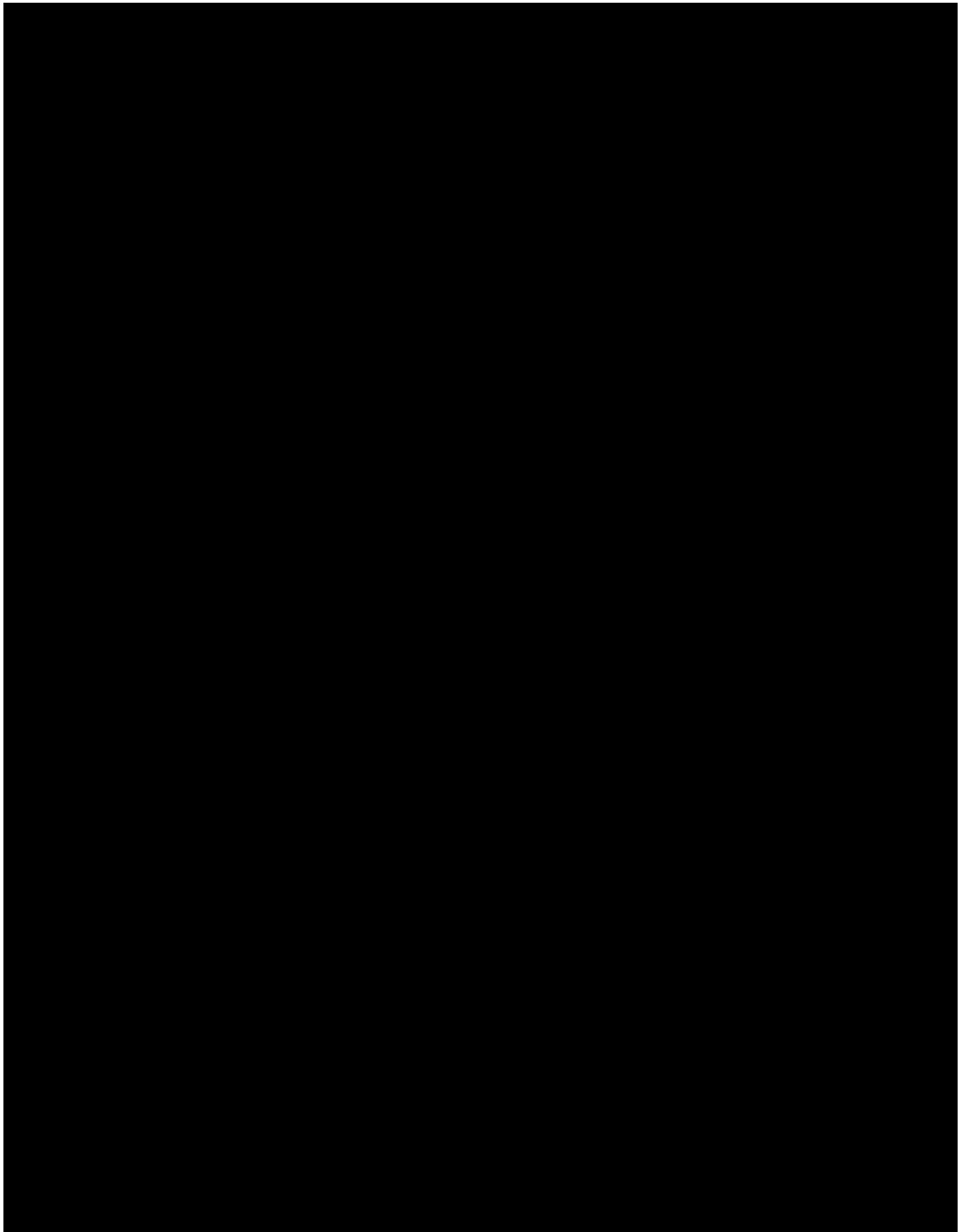
(TUBES WILL BE A 10M/Hr SPEED SIGN)

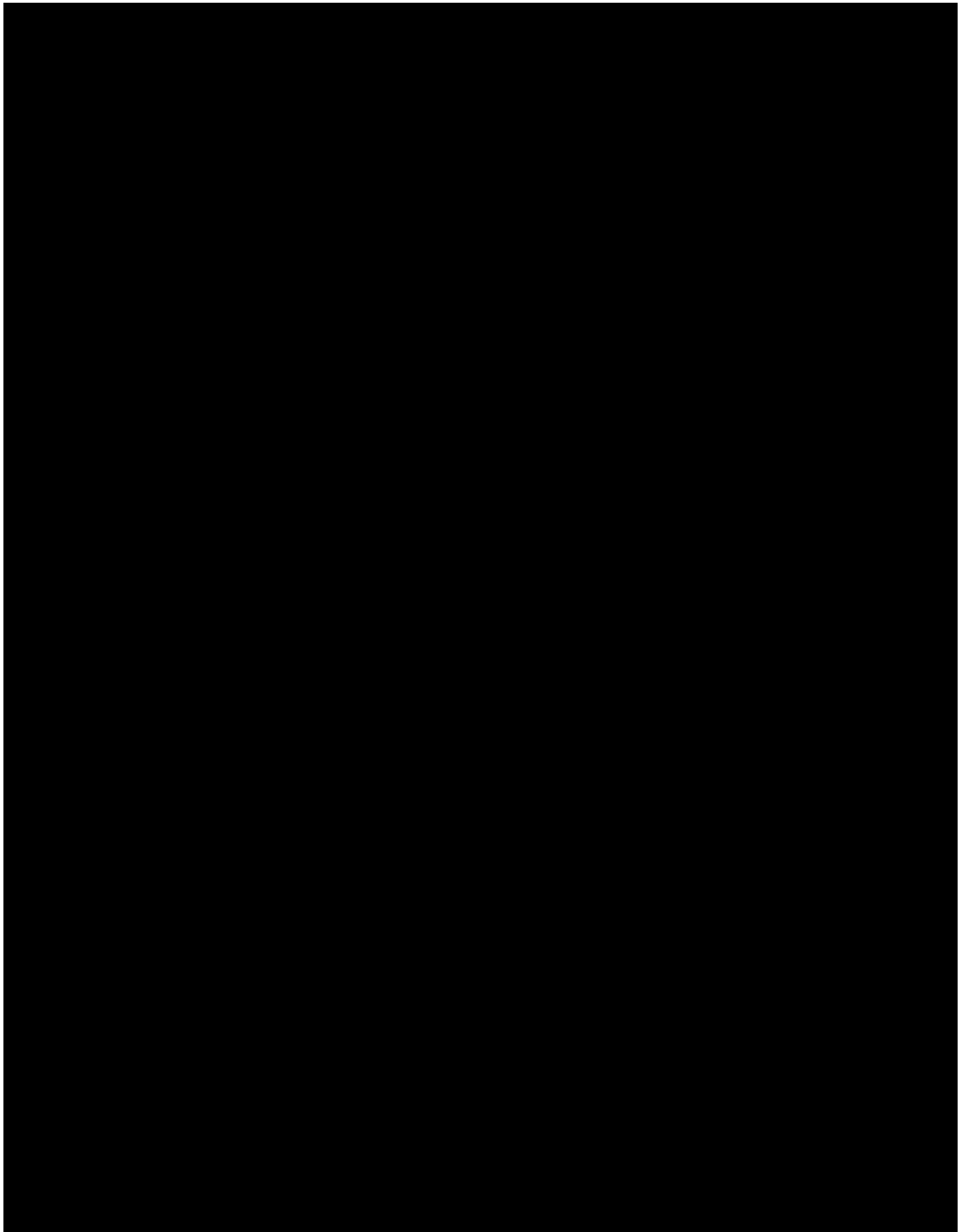
125 MM DEPTH
CRUSHED RUN POLYESTER (40MM - DUST)

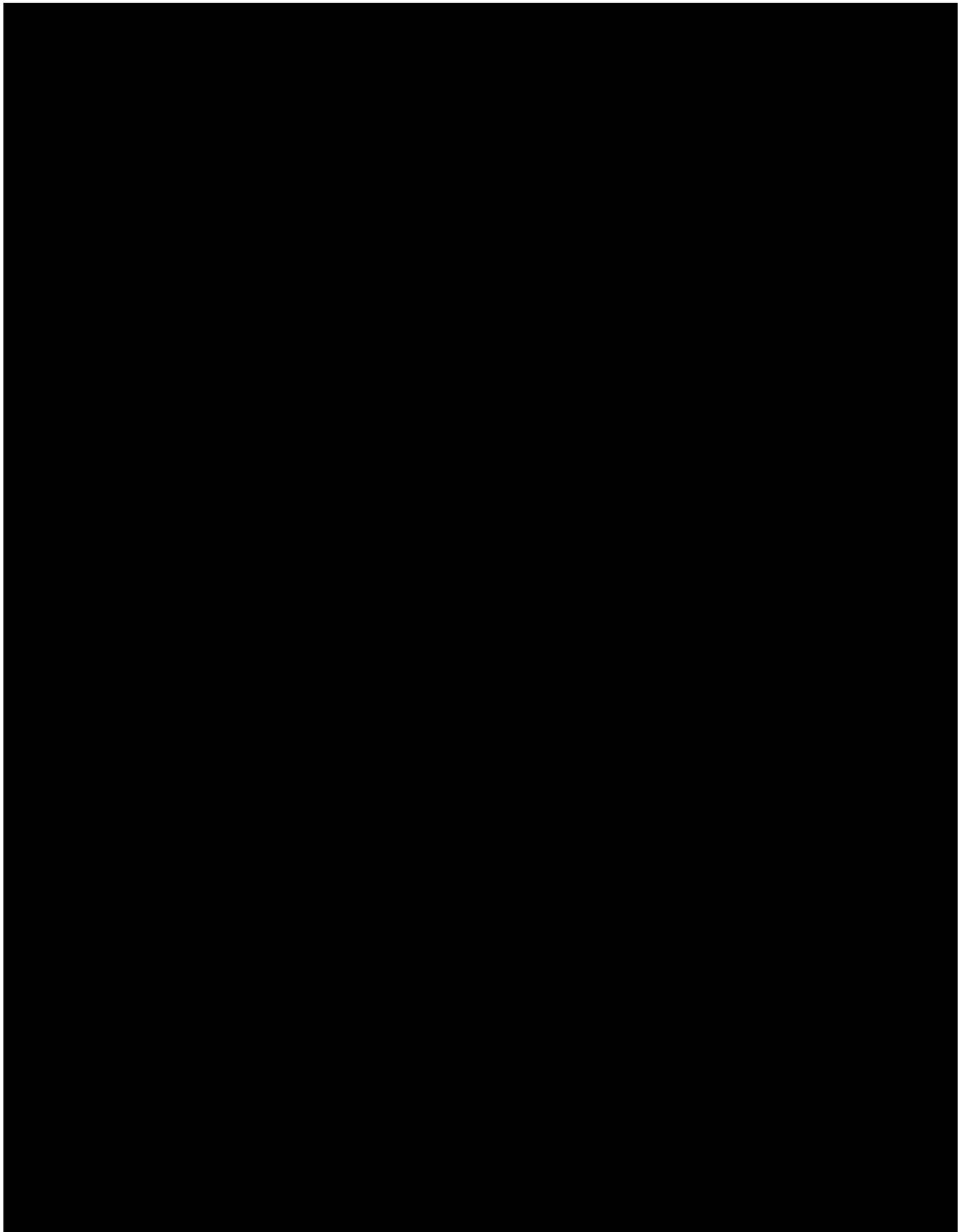
EXISTING GROUND
LEVEL

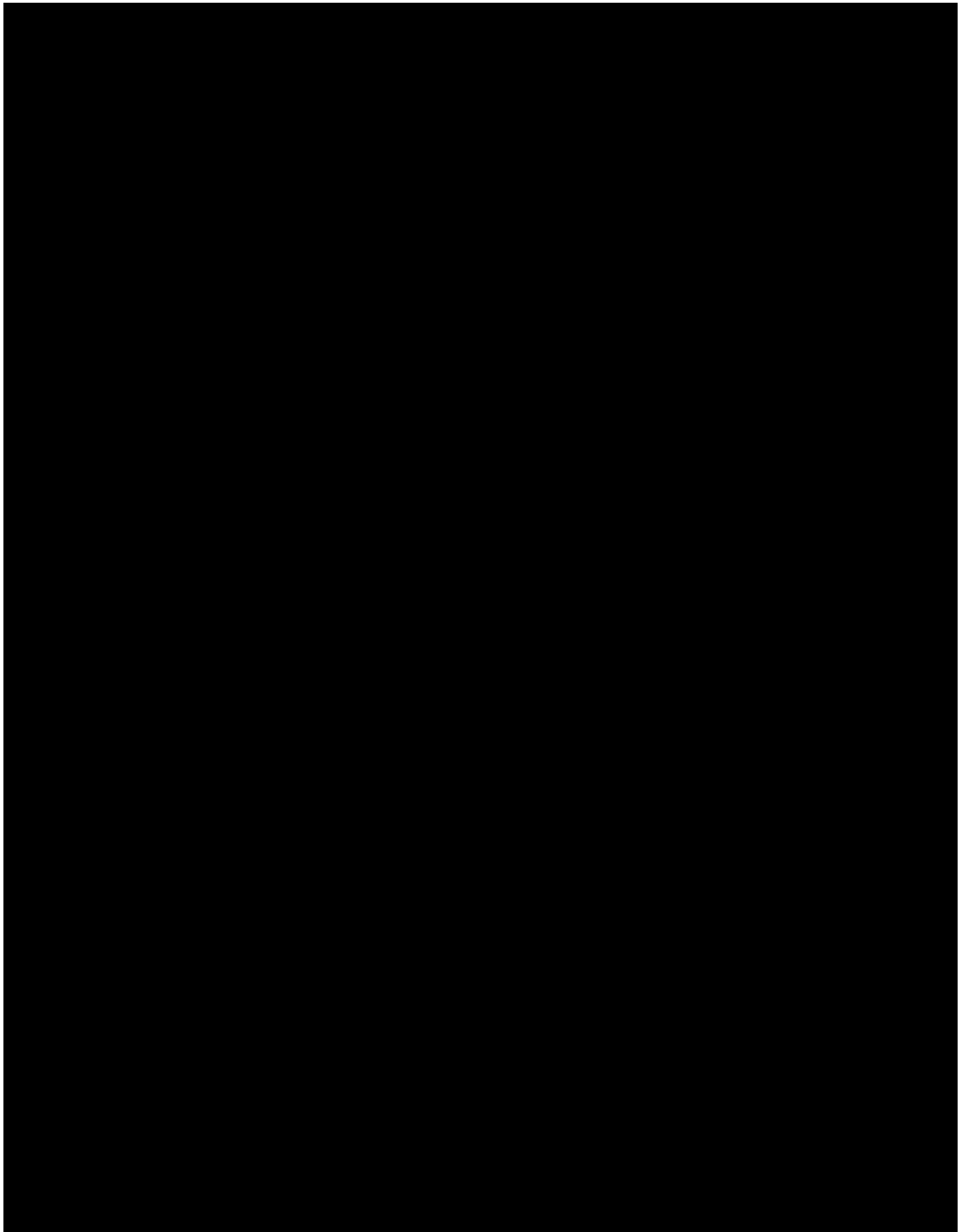


**PROPOSED HODOLAND FAIRY TRAIL
AT BUTTERCRAMBE MOOR WOOD**
SECTION THROUGH TRACK TO CAE PARK IN WOOD
DWG No. N1FT 07 JANUARY 2018
SCALE 1:50









Free movement of Wildlife

Any introduced fencing, which is to limit guests within the trail area, will be open, or with gaps at ground level, and a maximum of 1.2m high allowing free movement of larger animals within and from without the woodland.

Vermin Control

Control of Grey Squirrel which have an adverse affect on birdlife, and rats if they are or become present in the camp.

no red squirrels have ever been sighted at the woodland. There are grey squirrels which are managed to restrict numbers and the damage done to birds nests.

Measures to Enhance Bio Diversity

New planting

New planting of native species to move the woodland trail area from commercial softwoods to a variety of hardwoods with a predominately Oak / Birch mix. Other species such as bird cherries, beech, and sweet chesnuts will provide a food source for wildlife.

Tree Management

Felling, Thinning , Halo Release, and selective regeneration, will diversify species, ages, woodland edge and glades. Felling and thinning (unless a safety issue) will be undertaken September to March, outside the season of nesting birds

Reedbeds Creation

The reedbeds will be created in an existing open area which together with the small borrow pits used to create the reedbeds and fill with water, benefit amphibians and birdlife.

Wildlife

Introduction of Bat boxes;

Introduction of Bird boxes; variety from small for wrens to owl boxes

bird feeding stations in winter.

Introduction of Insect houses;

Timber piles, will be created from fallen deadwood and cut brash from thinning / felling. These will provide ideal habitat for fungi, invertebrates, amphibians and small mammals. X 2 in phase 1, at least 4 in total.

Standing deadwood; Where it is little or no threat to guests standing deadwood will be left to provide nest sites for cavity nesters such as Green Woodpecker, Great Spotted Woodpecker, Nuthatch, Willow Tit, Marsh Tit, and the more common Tit species as well as certain bat species. Insects and mammals that reside in rotten trees are also dependant on the various cavities created by standing deadwood as are numerous fungi species.

mouse house; these are similar to small bird nest boxes close to the ground and provide warm dry locations for mice to hibernate, with a feeding compartment during autumn to help attract mice away from accommodation units, particularly in Autumn as they prepare for winter hibernation.

Design and Access Statement

Woodland Fairy Trail, Buttercrambe Moor Wood, Buttercrambe, York, YO41 1AP

Creation of an off grid, eco, fairy trail through the woods, incorporating rustic fairy and goblin houses, both on stumps and in trees. Natural focal points along the way, such as a giant birds nest, Elven chair and willow wall maze, are complemented by a low impact café / reception, toilets, storytelling and "fairy museum"(fairy and woodland creature artefacts from the collection of an imagined Victorian professor, e.g. clothing and shoes from leaves, jewellery....).

The proposed trail is buried deep within the Buttercrambe Moor Wood, (not visible from outside the wood) a mixed woodland, with a low economic yield, which already contains a glamping site, designed by the applicants, Mr and Mrs Van Outersterp, and run by Jollydays Camping. This award-winning glamping site was the first of its kind in the UK and has attracted affluent, environmentally aware visitors from all over the country as well as abroad. Family activities at the campsite have always been simple and natural, den building, willow weaving, foraging etc.

The proposed fairy trail will enhance this rustic offering, shunning electronica and modern technology and instead offering children the opportunity to develop their imaginations with fairy-tale stories and inspire them with exquisite visual displays of fairy structures and natural sculptural elements. A gentle, educational aspect will also enlighten visitors about the woodland environment and encourage understanding of the precious nature of this eco system. This year-round trail will also respond to the changing seasons and rhythm of nature.

Over the 10 years running the camp, the applicants have consulted widely with their existing visitors about the benefits of natural, all weather, outside play for children. They have taken on board ideas and suggestions and observed the way young children interact with the woodland. Fairies and mythological creatures have always been at the heart of this play, with children often building their own, remarkable fairy houses from leaves and twigs.

In designing this proposed trail, the applicants have been informed by Ryedale's local plan and it will "respond sensitively to the beauty of the landscape and to the environment". The scale is modest and site location positioned so it cannot be seen from outside of the wood. It will create minimal disturbance to the tree canopy, which will also be enhanced with further tree planting – the protection of the woodland is essential to the concept. Paths and tracks are permeable surfaces to allow rainwater to pass through, signage will be handmade and rustic, no bright or jarring colours or materials will be used throughout.

The reception, café, toilets, storytelling space and fairy museum are housed in a simple shed, painted black to blend into the woodland, this is set on a base of permeable terram and stone, so rain runs off into the ground. It is sited in an existing glade, off 2 existing main tracks. The shed is made to blend with the woodland environment by addition of a wraparound veranda, decorated with natural tree trunk pillars, with the bark left on, so visitors still feel part of the woods. Internally the styling will be rustic wood, with tree bark and decorative tree limbs creating the feel of a tree house, even though single storey.

The layout has evolved from the woodland itself, half of the pathways are existing and the additional pathways, buildings and carpark, work with the existing trees, vegetation and glades. The design process has been an organic one – fitting things in where appropriate, with minimal disturbance, rather than imposing a harsh and rigid development.

The development is modest in scale, structures occupy 252 square metres and car parking is for 60 cars, both in existing woodland glades to minimize tree disturbance, allowing for a mix of day visitors and guests from the glamping site. This trail celebrates Yorkshire fairies and will have a real sense of place, the mythology and folklore are unique to Ryedale.

The woodland setting means the trail will be off grid and minimal electricity will be used, this will be generated by renewable methods with solar panels on the south facing section of the shed. As with the existing glamping site all effluent will be dealt with on site with the construction of a reed bed system.

The applicants have been invited to make a submission for a grant to the RDPE Growth Programme, which meets local planning policies, it is low key, sustainable, year-round and sensitively integrated with the landscape.

Access will be available to all users, young, old, disabled and able bodied alike.

The nature of the trail is essentially a long and winding woodland walk and the rustic setting is maintained by stoned paths, which are wide enough for wheel chair users. Visitors not wishing to tackle the long walks, can still experience the woodland location and enjoy the fairy museum and café, which are located close to the vehicle track. There will be disabled parking close to the amenities.

Emergency access – there is plenty of access to the proposed buildings for emergency vehicles, with a stoned track passing right by the café and fairy museum and a large turning area is at the front of the building.

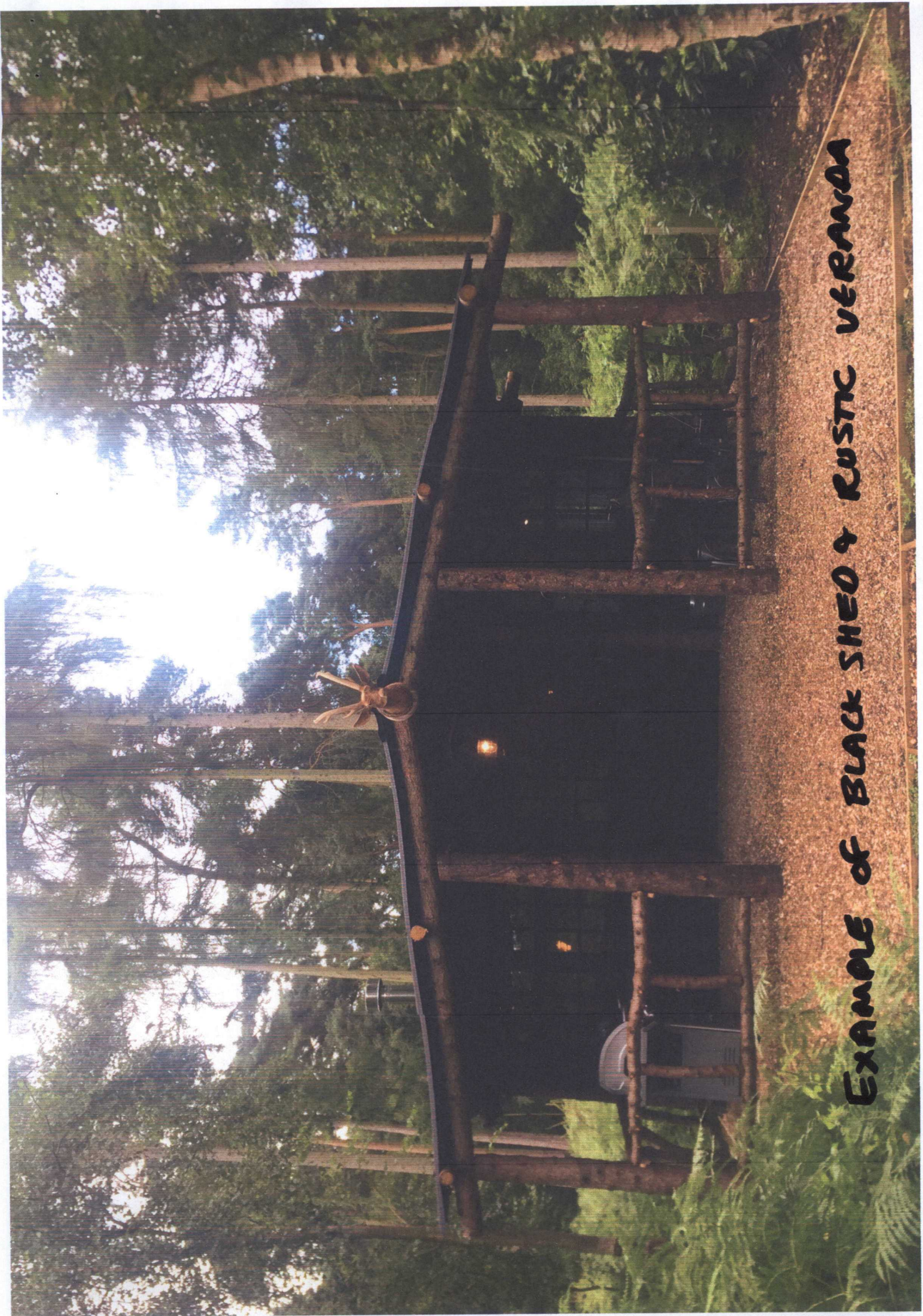
Entrance access is from the existing entrance to the Jollydays glamping site, off the Stamford Bridge – Buttercrambe Road. This flat, straight, section of road has good visibility and was improved when the glamping site was built. The stoned track will split at the entrance to the wood and the new track into the trail will follow an existing gamekeeper's track, into a new, proposed car park.

The building is simple in style, on one level with lots of circulation space, french doors allow visitors to enjoy woodland views and bring a level of elegance to a simple structure. They also provide a means of escape in case of emergency. Toilets are provided both inside and outside of the building.





HOBGOBLIN HOUSE



EXAMPLE OF BLACK SHEO & RUSTIC VERANDA







STUMP HOUSES
WILL ADD CHIMNEYS
STEPS & DOORS

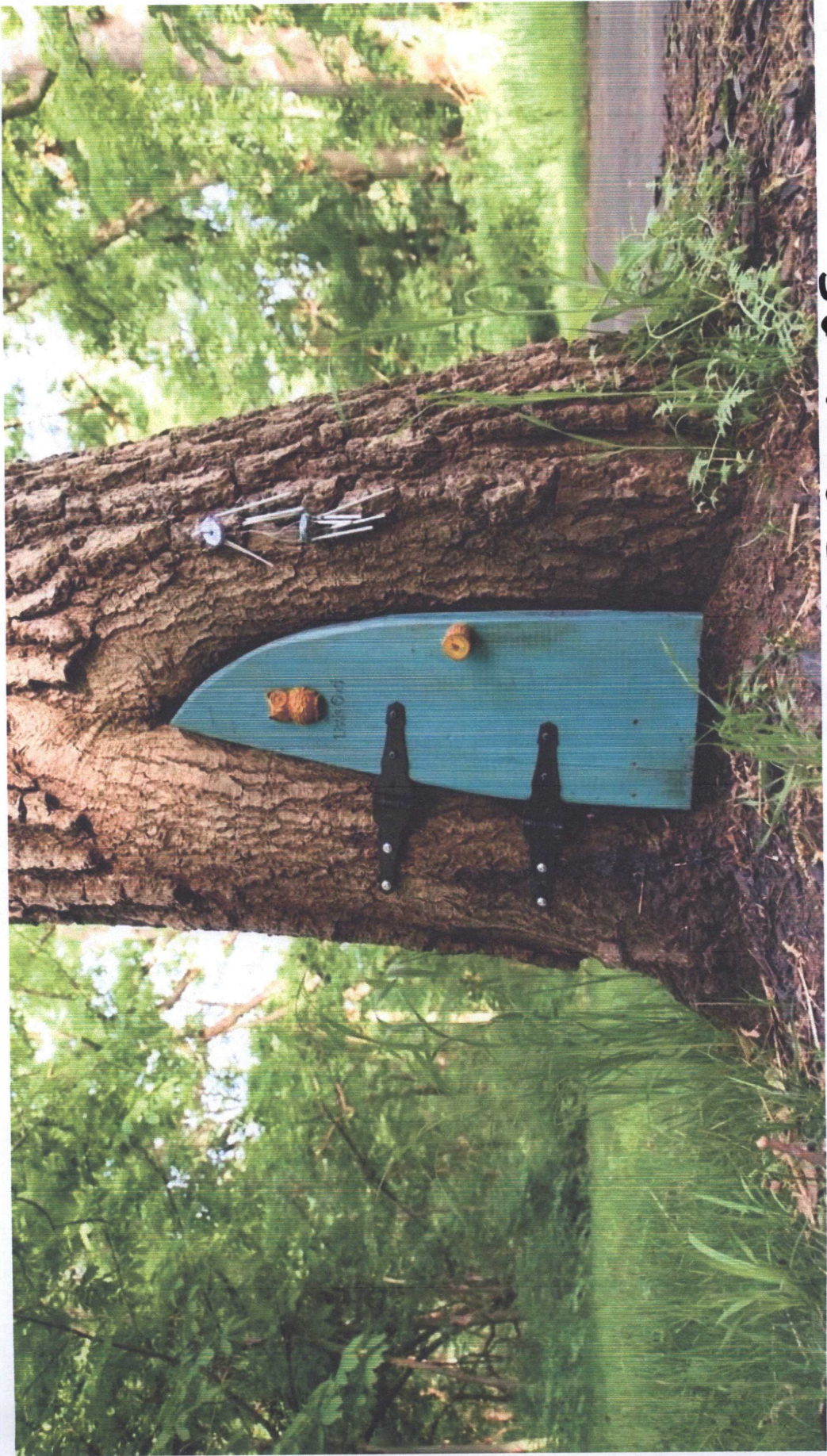




EXAMPLE OF ARTEFACTS FROM FAIRY MUSEUM



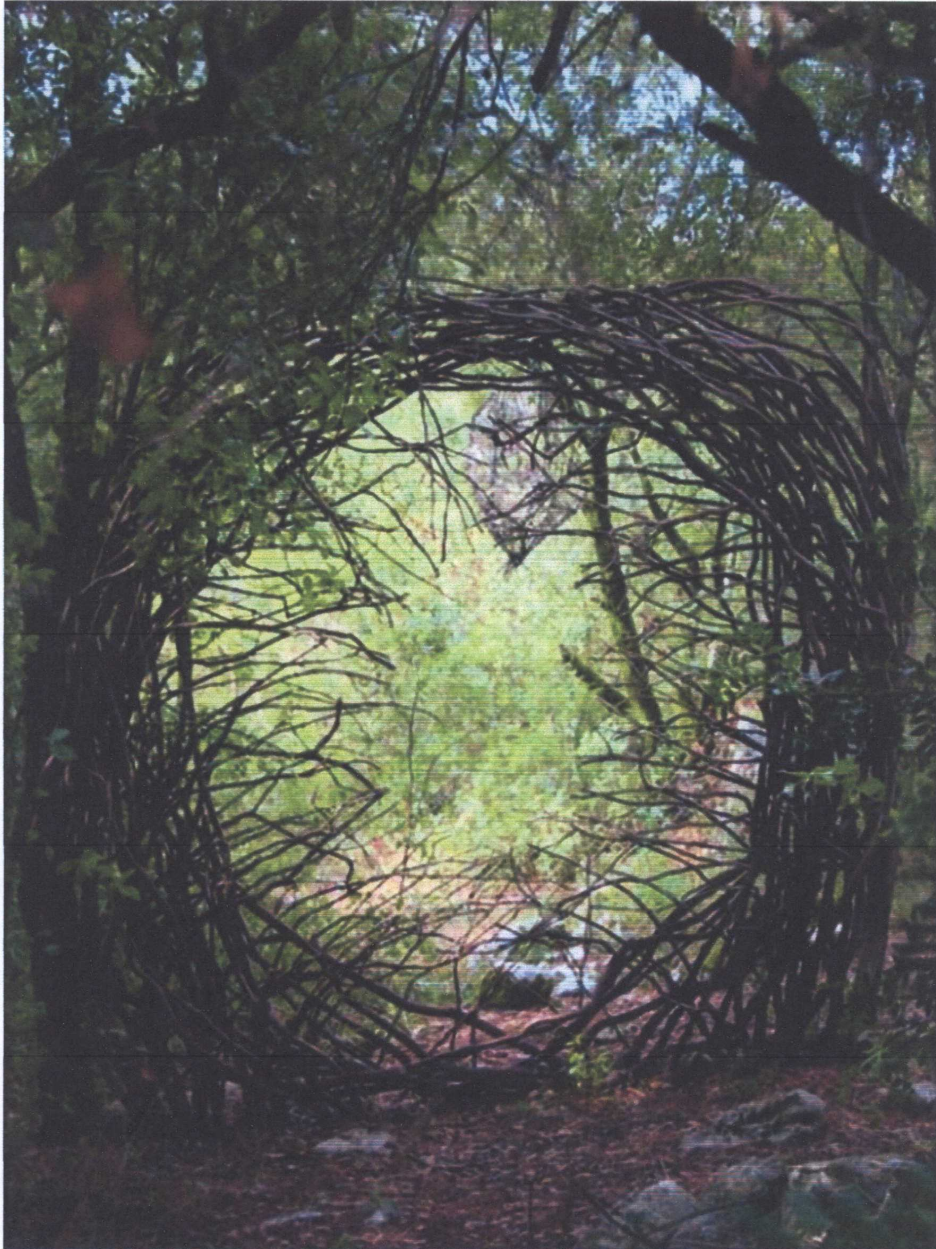
FAIRY TREEHOUSES



FAIRY DOORS - NOT BRIGHT COLOURS



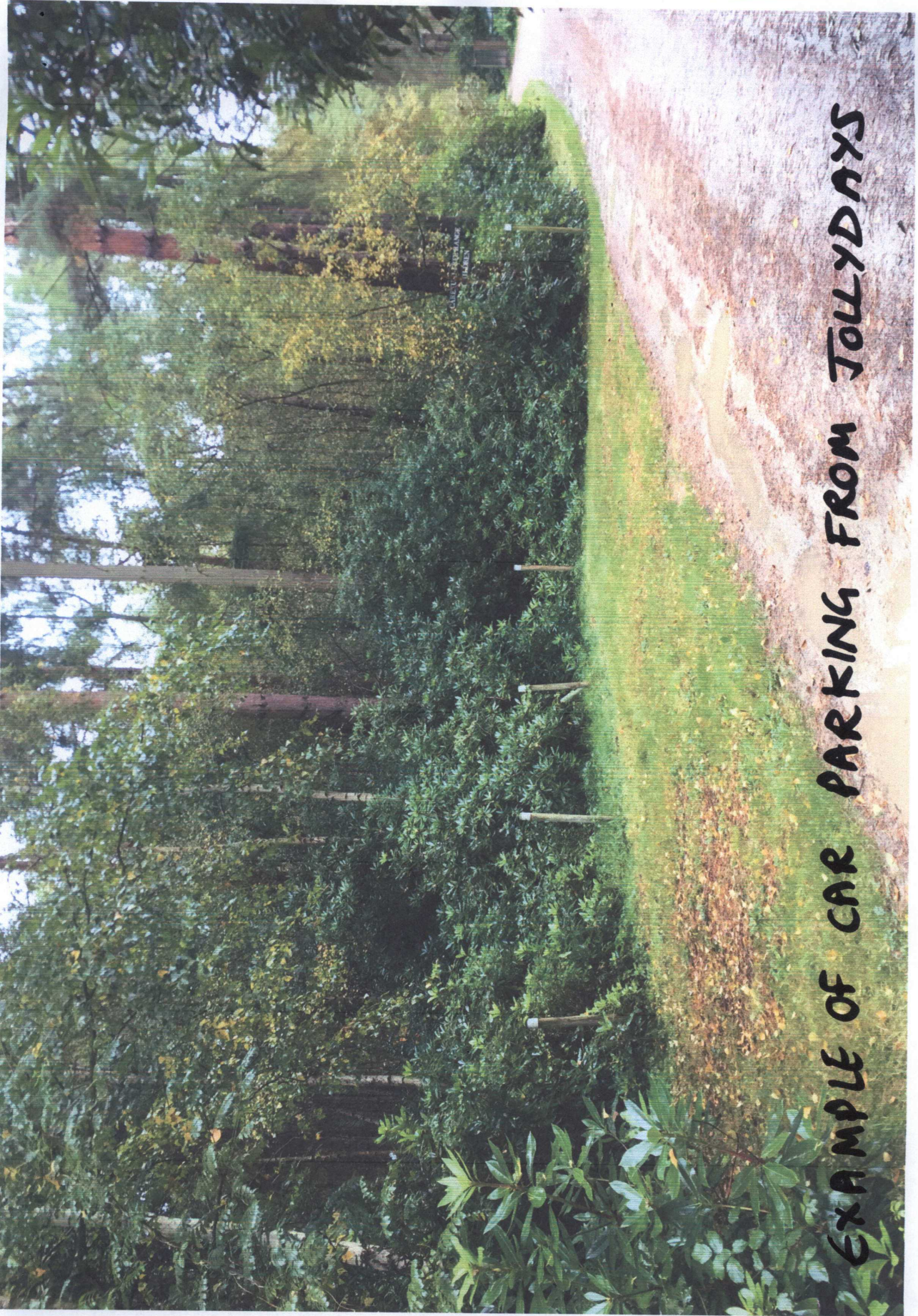
FAIRY DOORS



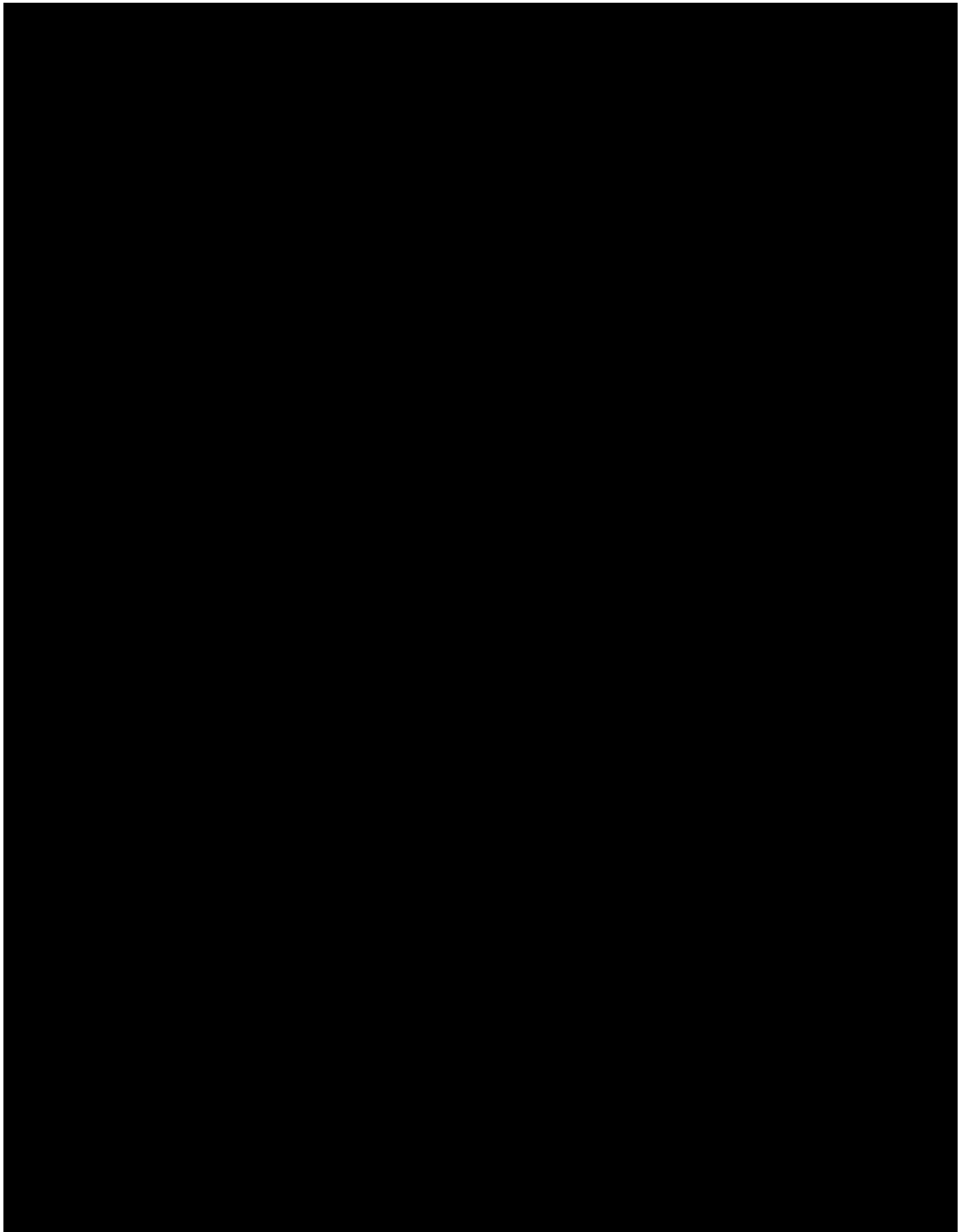
NATURAL DOORWAY

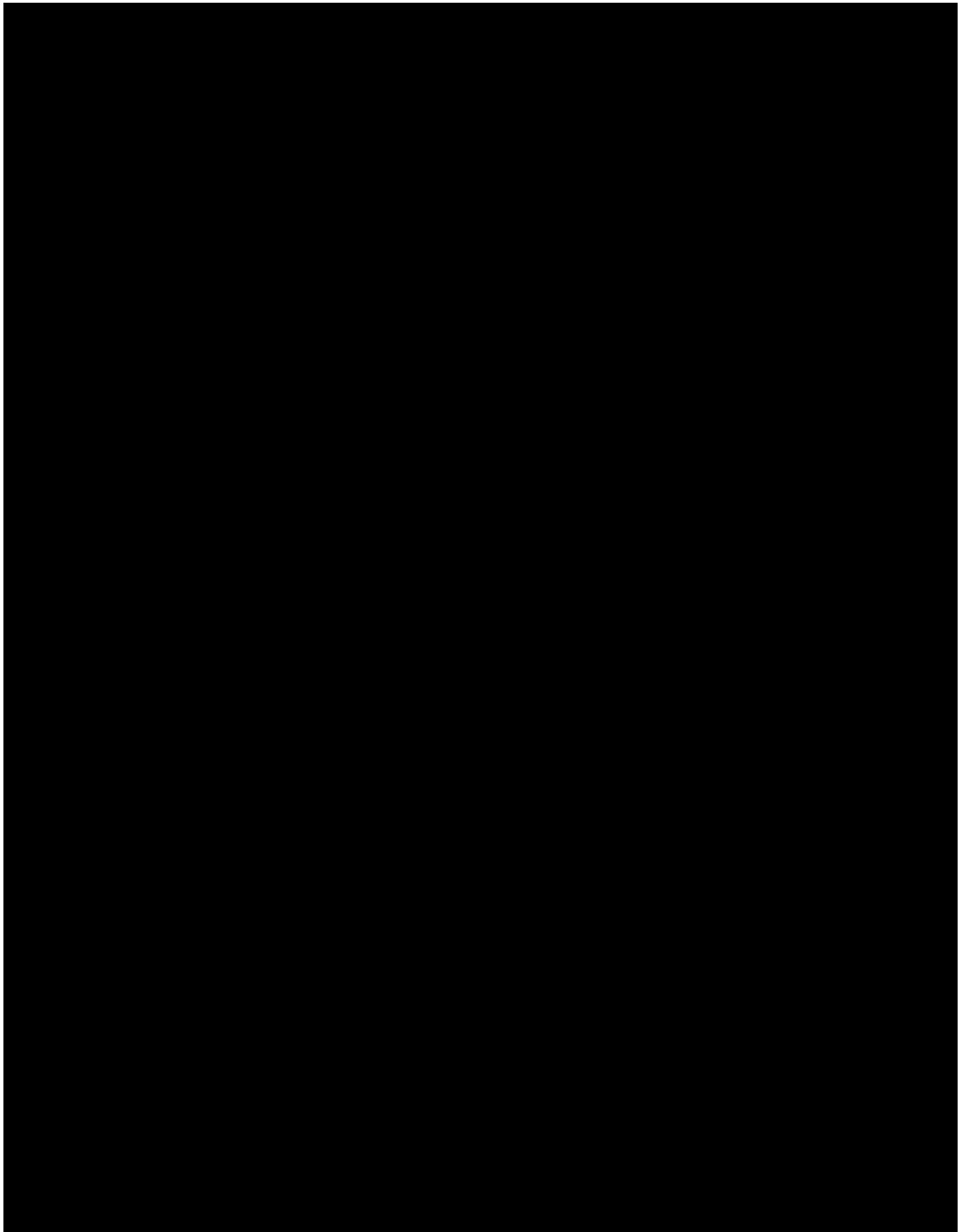


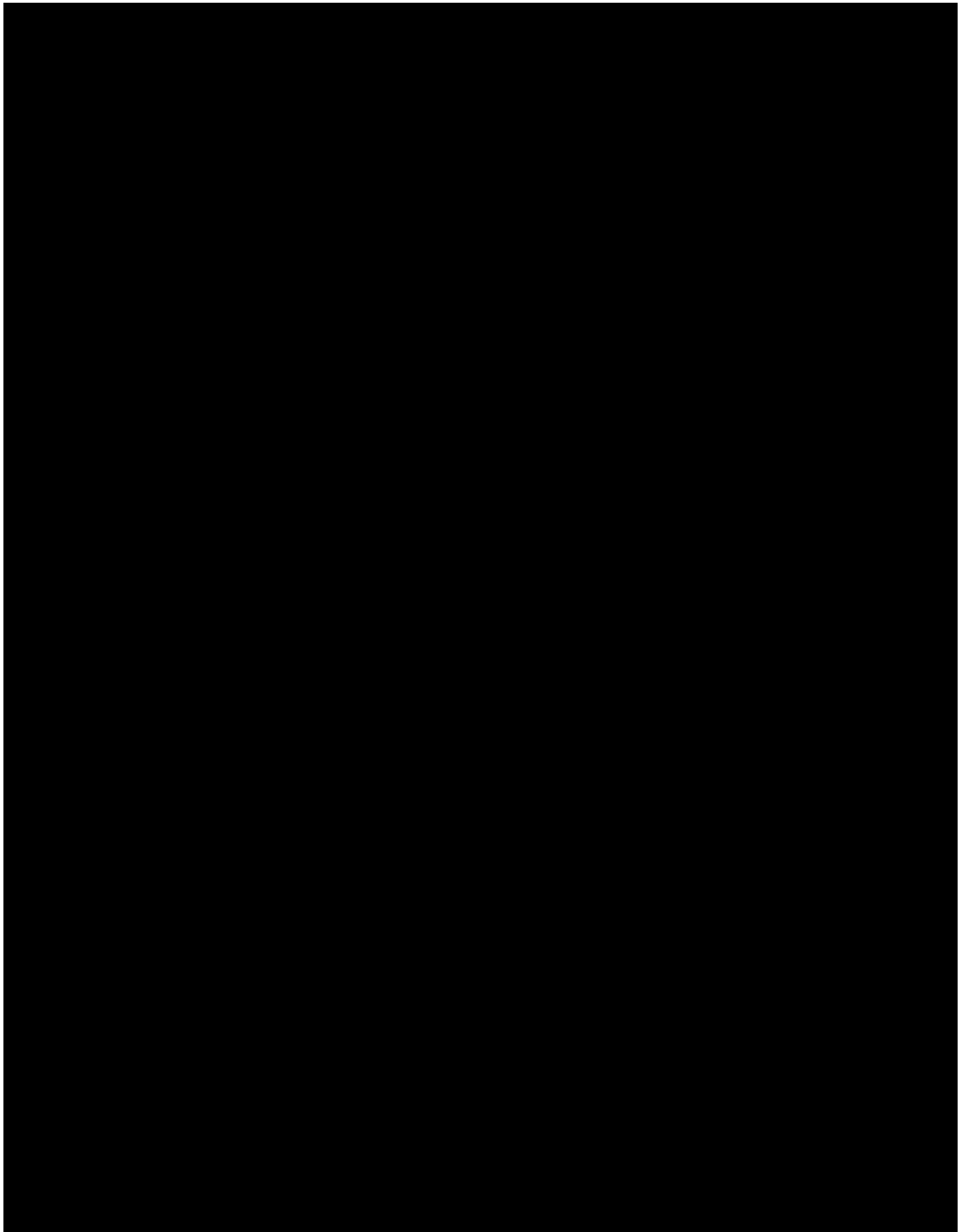
EXAMPLE OF TIMBER WORK











naturally regenerating plants such as holly. The creation of a reed bed, an important wetland habitat, would further enhance bio diversity.

Over the last 10 years the applicants have successfully managed the camp area of the woodland, planting hundreds of trees, thousands of native bluebells, creating a reed bed, as well as building bat and bird boxes.

The development will be phased, with only part of the trail and shed built in the first phase.

This is the first time that Ryedale has seen a tasteful, green "off grid" tourism opportunity of this type and both the applicants and landowners are confident it will succeed, and indeed will be a unique experience in the UK.

This is something new, low impact, and tasteful for Ryedale which we hope Officers and Members feel they can support.

Included are x3 each of drawings and documents;

- Location Plan 1:25000
- NTS 01 Existing situation 1:1250
- NTS 02 Proposed trail 1:1250
- NTS 03 detail plan of shed 1.100
- NTS 04 sections from NTS 03 1:100
- Bio Diversity and woodland management plan, -Supporting images 15No., - Design and access statement

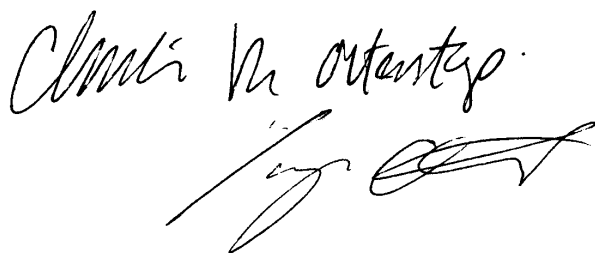
Also enclosed is the Full Planning Fee Cheque as calculated on the online planning portal, £1,540

Should any officers or parish councillors have any comments or queries we would be grateful if they can be passed on so we can address them.

Christian Van Outersterp 07726 493412

Carolyn Van Outersterp 07805 841366

christian@jollydaysglamping.co.uk Landline 01439 748457



"It is generally agreed that in all of Britain the Northern Faerie is by far superior.

The faeries of the south are undoubtedly delightful little creatures, all giggles and mischief, as pretty as butterflies with wings as bright as flowers, but they are, in the eyes of the Northern faerie, as frivolous and changeable as spring weather. Easily distracted, the southern faerie is considered to be half mad, speaking in songs and riddles making little sense.

The faeries that dwell in the north are creatures of a different sort entirely.

The woodlands of Yorkshire are brimming with a hundred different sorts of faerie races, both noble and otherwise, and while some of them could be said to be as mad as their southern cousins, none would call them frivolous.

Professor Harvey Johnson, The Northern Faerie 1847.

(written by G Van Outersterp, an extract from her mythology of Northwood)

Item Number: 9
Application No: 17/01077/ADV
Parish: Malton Town Council
Appn. Type: Advert Application
Applicant: Malton Town Council (Mrs Gail Cook)
Proposal: Erection of pole-mounted aluminium town welcome sign (retrospective).
Location: Grass Verge Off Castle Howard Road Malton North Yorkshire

Registration Date: 20 December 2017
8/13 Wk Expiry Date: 14 February 2018
Overall Expiry Date: 4 February 2018
Case Officer: Niamh Bonner **Ext:** Ext 325

CONSULTATIONS:

Parish Council Approval
Highways North Yorkshire no objections

Neighbour responses: Mrs Anne Hale, Brian R Hale,

SITE:

The application site is a grass verge off the Castle Howard Road, directly to the north of the allotment gardens.

PROPOSAL:

Erection of pole-mounted aluminum town welcome sign (retrospective).

POLICIES

Local Plan Strategy - Policy SP16 Design
Local Plan Strategy - Policy SP20 Generic Development Management Issues
National Planning Policy Framework
National Planning Practice Guidance

HISTORY:

There are no applications directly relevant to the application site. It is however noted that three other applications are currently being considered for identical signs within Malton under the following application references:

- 18/00025/ADV: Erection of pole-mounted aluminium town welcome sign (retrospective).
- 18/00026/ADV: Erection of pole-mounted aluminium town welcome sign (retrospective).
- 18/00027/ADV: Erection of pole-mounted aluminium town welcome sign (retrospective).

As no objections have been received they will not be considered by Planning Committee and will be approved under officer delegated powers.

APPRAISAL:

The proposal seeks consent for a new sign. As noted, the sign is a pole mounted, non-illuminated aluminum sign situated in a wide grass verge adjacent to Castle Howard Road. This sign has an overall height of 1.6m and a width of 1.1m. The sign notes “Welcome to Malton Yorkshire’s Food Capital” on the eastern approach to Malton, with the town crest above the text and “Do come again” on the westward side exiting from Malton.

Objections were received from two occupiers of a neighbouring property. The following summarized concerns were noted:

- The sign is very large and more akin to a motorway than a historic market town – doesn’t reflect heritage or nearby AONB designation.
- Positioned too close to 30mph signs – distraction to motorists
- Wording is inappropriate – concerns over legitimacy of Yorkshire Food Capital claim.
- Money could have been better spend in times of depleted services.
- There is already a town sign, nearer to the town along Castle Howard Road.
- Inappropriate materials – more appropriate stone used within aforementioned existing sign.
- Are the removed three hydrants on submitted photograph now not needed?

One of the letters did note that it is commendable that the area around the sign has been underplanted.

In determining advertising consent applications, the Local Planning Authority can give weight to visual amenity and highway safety issues. It cannot give any weight to any other aspects including the wording or phrasing of text.

Visual amenity:

Whilst the above referenced concerns are noted, it is not considered that this retrospective is inappropriate in terms of visual amenity. The non- illuminated sign has been constructed of relatively standard aluminum material and this does not appear incongruous or harmfully disproportionate in scale when pole mounted in close proximity to the highway. It is also that the sign does not fall within a Conservation Area or Area of Outstanding Natural Beauty.

As noted planting has been undertaken below the sign and together with the new clean sign, this results in contributing to a cared for and well maintained entrance to and exit from the town.

Access and Highway Safety:

The Highways Officer has no objection to this retrospective proposal within their formal consultation response.

In conclusion, it is therefore not considered that the sign presents any harm to neighbouring amenity or public safety.

Malton Town Council who are the applicant have recommended approval of the proposal.

It is noted that whilst the Town Council have noted in the application form they wish the consent to run to 2037, the Local Planning authority will permit a five year consent for the sign. This allows the Council in a position to reassess the visual amenity and highway safety issues in a more timely period.

In light of the above assessment, the proposal is considered to meet the relevant policy criteria outlined in the National Planning Policy Framework and the National Planning Policy Guidance. It is therefore recommended for approval that retrospective advertising consent be granted.

RECOMMENDATION:

Approval

- 1 No advertisement is to be displayed without the permission of the owner of the site or any other person with an interest in the site entitled to grant permission.
- 2 No advertisement shall be sited or displayed so as to
 - (a) endanger persons using any highway, railway, waterway, dock, harbour or aerodrome (civil or military);
 - (b) obscure, or hinder the ready interpretation of, any traffic sign, railway signal or aid to navigation by water or air; or
 - (c) hinder the operation of any device used for the purpose of security or surveillance or for measuring the speed of any vehicle.
- 3 Any advertisement displayed, and any site used for the display of advertisements, shall be maintained in a condition that does not impair the visual amenity of the site.
- 4 Any structure or hoarding erected or used principally for the purpose of displaying advertisements shall be maintained in a condition that does not endanger the public.
- 5 Where an advertisement is required under these Regulations to be removed, the site shall be left in a condition that does not endanger the public or impair visual amenity.
- 6 The consent hereby granted shall continue for a period of five years ending .

Reason: To ensure compliance with Section 220 of the Town & Country Planning Act 1990 and with Regulation 13 of the Town & Country Planning (Control of Advertisements) Regulation 1992.
- 7 The development hereby permitted shall be carried out in accordance with the following approved plan(s):

Site Location Plan

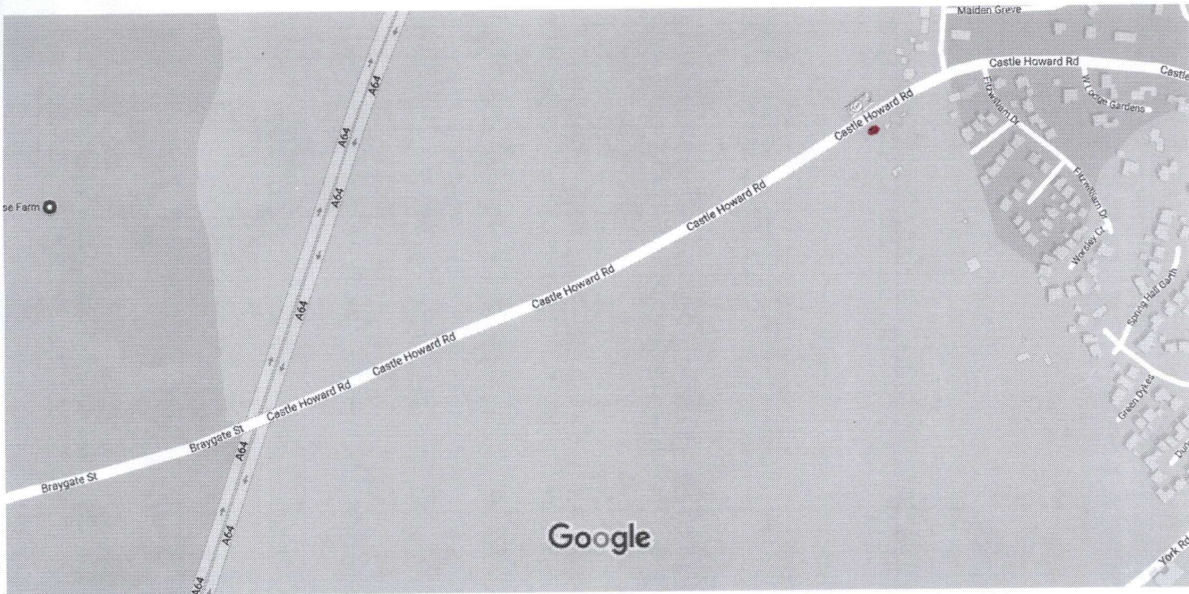
Reason: For the avoidance of doubt and in the interests of proper planning.



17/01077/ADV

Google Maps

Castle Howard Road - Welcome to Malton Sign Planning Application - Malton Town Council



Map data ©2017 Google United Kingdom 5 km

Castle Howard Road.

On verge south of carriageway, situate central in the verge (approx 8 metres wide) at 25 metres South West of the edge of access road to allotments, almost opposite access to Uplands.





Agenda Item 10

Item Number: 10
Application No: 17/01099/FUL
Parish: Norton Town Council
Appn. Type: Full Application
Applicant: Thomas Crown Associates Ltd
Proposal: Refurbishment and recladding of existing agricultural contractors buildings
Location: Agricultural Contractors Welham Road Norton Malton North Yorkshire

Registration Date: 30 October 2017
8/13 Wk Expiry Date: 25 December 2017
Overall Expiry Date: 7 December 2017
Case Officer: Niamh Bonner **Ext:** Ext 325

CONSULTATIONS:

Parish Council Deferred decision request further information
Public Rights Of Way Recommend informative

Neighbour responses: Mr Paul Gallon, Mrs P Jones, Mr Frank Greatorex, Mr and Mrs Stuart

POLICIES:

Local Plan Strategy - Policy SP16 Design
Local Plan Strategy - Policy SP20 Generic Development Management Issues
National Planning Policy Framework
National Planning Practice Guidance

SITE:

The application site has a total area of 0.54 hectares and is located within the development limits of Norton, approximately 100 metres to the east of Welham Road and directly to the north of the Lakeside Way development. The site is almost triangular in shape and to the northern boundary, the site abuts the rear gardens of dwellings in Spring Field Garth. St Peter's Street lies further to the east. A footpath runs along the southern boundary of the site and is part of a network of pedestrian links which run between Welham Road, Lakeside Way, St Peter's Street, Springfield Garth and St Nicholas Street.

PROPOSAL:

This application seeks approval for the refurbishment and recladding of existing agricultural contractors buildings

HISTORY:

The following previous applications are considered relevant to the current proposal:

80/00129/OLD (3/96/270/PA) - Erection of steel framed implement shed - Approved 31.03.1980
83/00128/OLD (3/96/270A/PA) - Toilet block - Approved 19.08.1983
14/00096/MOUT - Residential development of 18No. dwellings following demolition of existing

agricultural type buildings (site 0.54ha) - Refused 09.06.2014
15/00627/MOUT - Residential development of 23 No. dwellings following demolition of existing agricultural type buildings (site 0.54ha) - Refused 21.08.2015
17/00118/OUT - Outline application for residential development of 8no dwellings following demolition of existing agricultural type buildings (site area 0.54ha) - approval sought for access and layout – Refused 21.04.2017

APPRAISAL:

The main considerations within the determination of this application are:

- i. Character and Form
- ii. Impact upon neighbouring amenity
- iii. Other matters, including consultation responses.

i. Character and Form

The application site is a long established agricultural contractor's site, which as noted is surrounded by residential dwellings. The most recent planning history however dates from the early 1980s – highlighted above.

Policy SP16 Design, of the Ryedale Plan, Local Plan Strategy, which notes *“Extensions and alterations to existing buildings will be appropriate and sympathetic to the character and appearance of the host dwelling in terms of scale, form and use of materials.”*

SP20 Generic Development Management Issues highlights that *“Extensions or alterations to existing buildings will be appropriate and sympathetic to the character of the existing building in terms of scale, form and use of materials.”*

The Design and Access Statement notes that *“the buildings on the site are in need of refurbishment and recladding in order to maintain their current use to the client.”* It was noted that during an Officer's site visit, the external cladding of the main building is currently in a poor state of repair and the site appears to be mainly used for storage and cutting of logs.

The proposal relates to the recladding of the south west and north west elevations. The proposal would also see the cladding of the currently open north eastern and south eastern elevation. The south eastern elevation would also incorporate a roller shutter door. The proposed materials would include corrugated steel roof panels and corrugated steel wall cladding to match existing, with steel roller shutter doors.

It is considered that the proposed recladding works would enhance the appearance of the application site, which as noted is currently in poor repair. Whilst this type of building may appear somewhat at odds with the residential nature of the surrounding area, it is indicative of how this area has developed over time and notwithstanding the concerns raised which will be explored in section 2, it maintains its legal agricultural contractors use and there has been no other intervening use.

It is noted that no colour specifications have been indicated or provided and therefore to ensure the materials appear visually acceptable in this location, a precommencement condition will be required to ensure details of the colour of the claddings is submitted and approved.

Therefore (given that this proposal relates solely to cladding of an existing building and it would not increase the floor space of the structure) it is considered to have a beneficial impact in terms of the character of the area, in accordance with Policy SP16 (Design) and SP20 (Generic Development Management Issues)

ii. Impact upon neighbouring amenity

Three letters of objection have been received in relation to this application, together with a further letter highlighting concerns and seeking additional information.

The three letters of objection noted the following summarised concerns:

- The road is a dead end and more traffic would be problematic
- There is severe flooding on this land, so why would anyone want to live here, they wouldn't get insurance.
- Objection because no details have been made public as to the reason behind the refurbishment of the buildings or for their future use. If the use is to be commercial what is the nature of that business and what impact would it have on traffic and the background ambient noise levels in that area.
- Naturally any improvements of the building is welcomed however I am against it due to lack of details. If this means more units and more traffic, I would be against it.
- Historically this agriculture/industrial site has virtually destroyed the access road, due to heavy and plant machinery.
- This is a public right of way and this state of affairs is causing much distress to children travelling to and from school.
- Would welcome the relaying of the road and more information on the amount of units intended on the site.

The letter of concern noted the following summarised points:

- While this is a small application it is a diversion whilst their other unsuitable application to build 8 homes goes through appeal with the planning inspectorate. In that application they proposed to demolish the building that is now suddenly requiring a refit. We believe that they merely want to get planning permission of any kind for that land to try and set some kind of precedent.
- We are aware that there is little grounds for refusal but the current application lacks any information about how the newly clad building may be used in the future and what business/activities could be carried out. They do a large amount of wood and log sawing currently which is rather noisy and interrupts any peace we have in our garden.
- We would be grateful if you could request more detail of future activities at the building as you do not hold enough information currently to make a reasoned decision on whether this application should be granted.

Norton Town Council have also raised concerns with regards to the perceived lack of information about the application and sought further information.

The agent was contacted on the 5th December to seek further information in relation to the concerns received. This sought clarification on how the site was intended to be used should permission be granted for the refurbishment works and noted that significant concerns have been raised in relation to the harm which certain uses could have upon residential amenity, in terms of noise, additional traffic and the impacts that the parcel of land has had in terms of access roads within the received representations. It was noted that the lack of information within the submitted documentation had caused further concern.

A response was received from the agent Mr Dykes on the 7th December noting the following:

"I have visited the site myself and the buildings are largely open sided and dilapidated, some elements unsafe, which is part of the problem and reason for the application to refurbish and re-clad and make some areas more secure from vandalism and anti-social behaviour. We note the usual observations on the application but there is no change of use proposed, or any change in activity intended other than making the buildings secure, cleaning them up and making them safe from collapse."

Following a site visit, a further email was sent to the agent on the 14th December to seek information on the potential proposed use of the site and its current use. A response was received on the 3rd January 2018 from the agent noting the following:

"You will recall that I emailed you on the 7th December 2017 with the details as I understand them regarding the application when we discussed safe access to the site for you. We had a subsequent phone conversation where I said I would speak to the applicants and update you of any other intentions regarding the site, which there are none. This is an application whose purpose is essentially for repair & security and therefore we are not sure what further information can be supplied. Any change of use would of course be applied for and there is no proposal for other businesses or activity there now, that I can inform you of as part of this application."

We note the objection comments & various queries regarding further information required & road repairs & noise & worrying about additional units which are all entirely understandable. This business operated here for many years on a much larger scale than it does now. As we discussed there is no change of use applied for, from the Agricultural Contractors/Sui Generis use. The site has fallen into disrepair following several years of unsuccessful attempts to gain a residential permission on the site and its current use is intended to continue unaltered. As we have discussed, and you have seen on your site visit first hand, the buildings are largely open sided and dilapidated, some elements unsafe, which is part of the problem and reason for the application to refurbish and re-clad and make some areas more secure from vandalism and anti-social behaviour.

If you require any further information I will do my best to help, but I suggest as this is a simple re-cladding & refurbishment exercise, there is no reason to refuse it. If you wish to safeguard intensification of use, noise & working hours or change of use, then please safeguard it by condition."

Having resolved the relevant planning history relating to this site, Officers are satisfied that there was an active Agricultural Contractors business at this site. It is acknowledged that the agent within their original Design and Access Statement had noted *"the buildings on the site are in need of refurbishment and recladding in order to maintain their current use to the client."* In this respect, whilst further confirmation has been received, the original information was not misleading.

Whilst the highlighted concerns are acknowledged, in this instance no weight can be given to how a potential future change of use could impact the site or nearby residents in terms of amenity, given that this is not being applied for. Furthermore, the Local Planning Authority cannot require upgrades to the nearby road network given that this is an application solely for re-cladding. This application would have no impact in terms of flooding and recladding of an existing building would not set a precedent for other types of development.

If in the future, a different planning use is proposed at the site, which requires planning permission this would be fully assessed against a range of material planning considerations.

However, in light of the above considerations, the proposal is considered to satisfy the relevant policy criteria outlined within Policies SP16 and SP20 of the Ryedale Plan - Local Plan Strategy and the National Planning Policy Framework and this application is recommended for approval.

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 The development hereby permitted shall be carried out in accordance with the following approved documents/plan(s):
Site Location Plan, Proposed Block Plans and Existing and Proposed Elevations (Drawing no. TCA/288/02/011)
Reason: For the avoidance of doubt and in the interests of proper planning.
- 3 Before the development hereby permitted is commenced, or such longer period as may be agreed in writing with the Local Planning Authority, details of all materials to be used on the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority.
Reason: In the interests of good design and in compliance with Policy SP12, Sp16 and SP20 of the Ryedale Plan- Local Plan Strategy and the NPPF

INFORMATIVE(S)

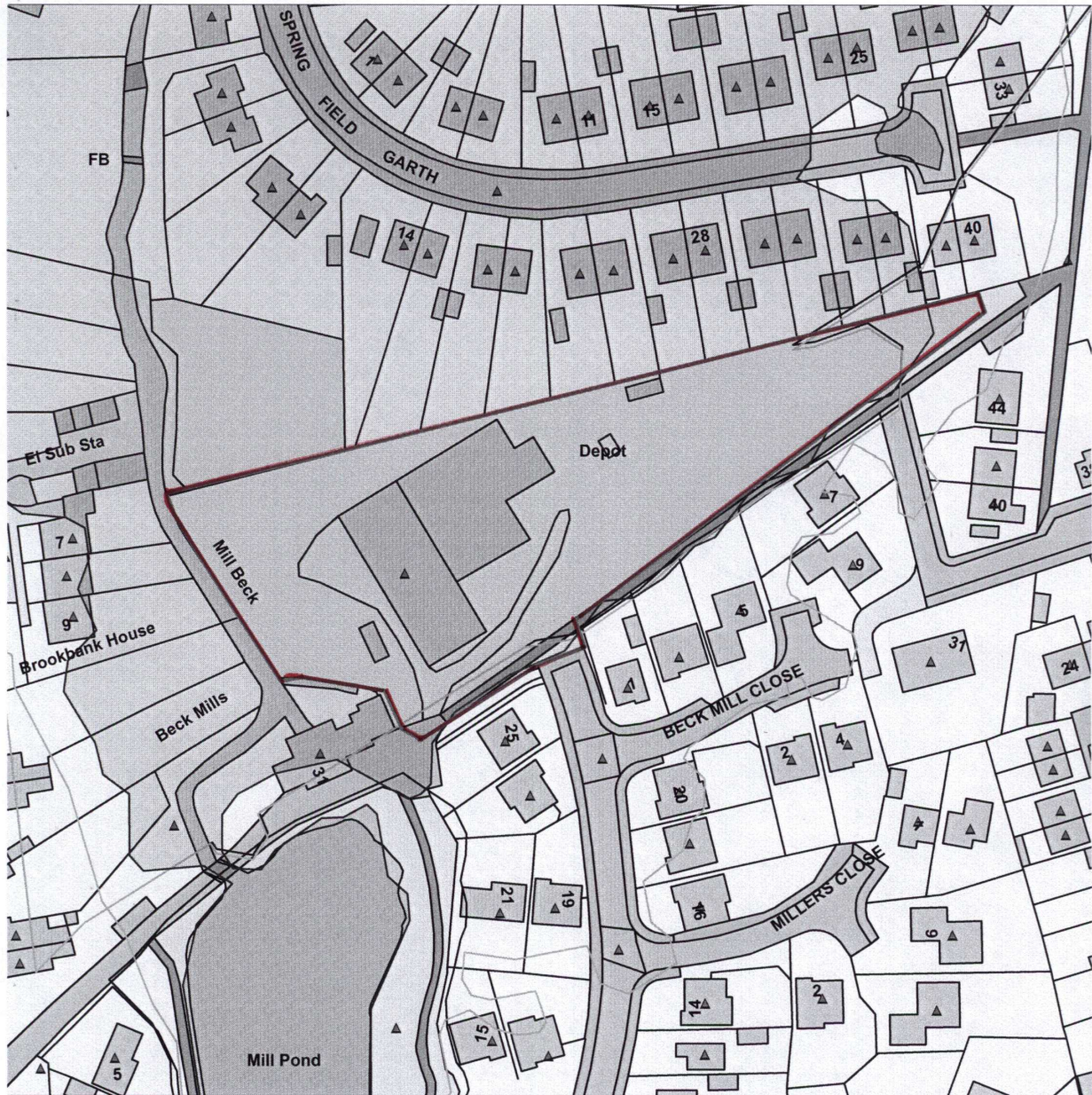
- 1 No works are to be undertaken which will create an obstruction, either permanent or temporary, to the Public Right of Way adjacent to the proposed development.
Applicants are advised to contact the County Council's Access and Public Rights of team at County Hall, Northallerton via paths@northyorks.gov.uk to obtain up-to-date information regarding the line of the route of the way. The applicant should discuss with the Highway Authority any proposals for altering the route

17-001099-ful

Not Set



GIS by ESRI (UK)

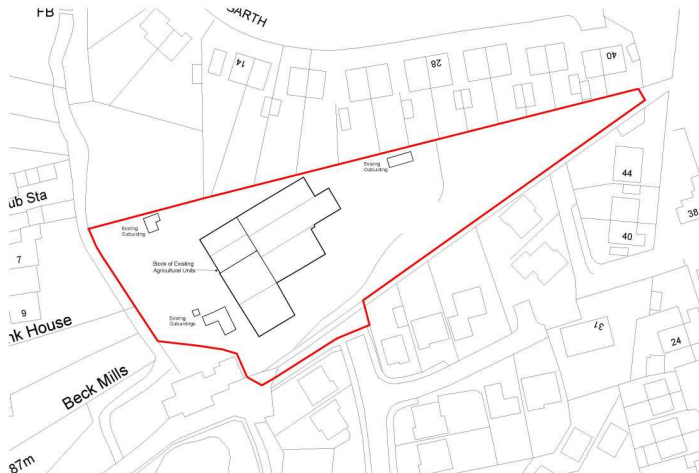


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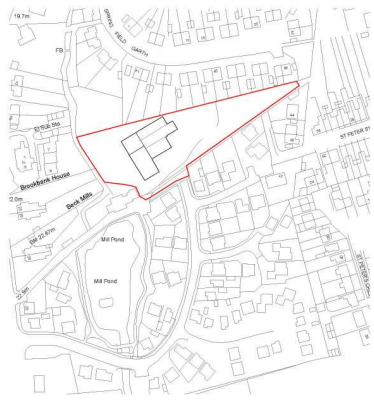
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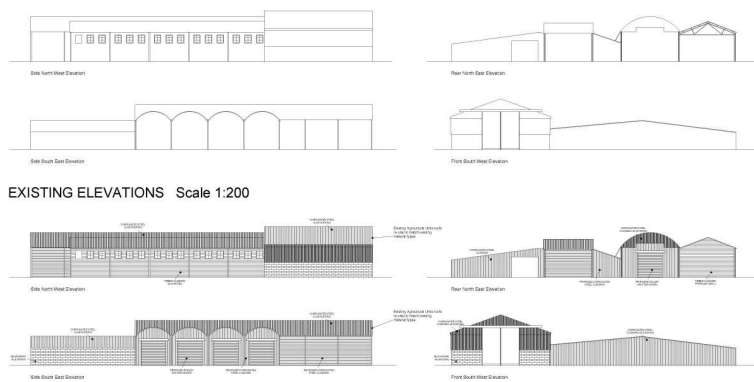
Organisation	Not Set
Department	Not Set
Comments	Not Set
Date	01 November 2017
SLA Number	Not Set



PROPOSED BLOCK PLAN Scale 1:500



LOCATION PLAN Scale 1:1250



PROPOSED ELEVATIONS Scale 1:200

SCHEDULE OF ACCOMMODATION

EXISTING AGRICULTURAL UNITS
 FLOOR AREA: 969.7 m² / 10,437 sq. ft.

PROPOSED AGRICULTURAL UNITS
 FLOOR AREA: 969.7 m² / 10,437 sq. ft.

TOTAL AGRICULTURAL FLOOR AREA: 969.7 m² / 10,437 sq. ft.

0.5417 HA TOTAL SITE AREA

PLEASE NOTE:
 Do not rely on information from this drawing for construction purposes. All dimensions are approximate and should be used as a guide only. The location of features may be subject to change without notice. The drawing is prepared for the purpose of providing information only and is not intended to be used for any other purpose. The drawing is prepared for the purpose of providing information only and is not intended to be used for any other purpose.

WARRANTY TO USE IN COMPLIANCE WITH THE BUILDING REGULATIONS 2010
 The Firm will not be held responsible for any errors or omissions in this drawing or any other information provided in connection with this drawing. The Firm will not be held responsible for any errors or omissions in this drawing or any other information provided in connection with this drawing.

THE FIRM'S LIABILITY
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 The Chisley Barn Studios,
 The Old Brickworks, Moor Lane, Stamford Bridge,
 York, The East Riding, YO11 1HL.
 Telephone: 01759 373606 Fax: 01759 373810
 E-mail: chisleybarn@theplanning.co.uk
www.theplanning.co.uk

Client	
THOMAS CROWN ASSOCIATES LTD	
Project	
AGRICULTURAL BUILDINGS AT LAKESIDE WAY, WORTON	
Drawing	
PROPOSED RE-CLADDING OF AGRICULTURAL UNITS OUTLINE APPLICATION DRAWING	
Date	Client
JULY 2017	JAH
Scale	File
1:500, 1:1250 @ A1	
Drawing No.	
PLANNING	
Drawing No.	
TCA/28802/011	

PDA

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Planning.. Architecture.. Interiors.. Landscape

The Chicory Barn Studio, The Old Brickyards, Moor Lane, Stamford Bridge York, The East
Riding Of Yorkshire, YO41 1HU.

Telephone 01759 373656 Fax 01759 371810 e-mail: chicorybarn@the-pdassociates.co.uk

DESIGN & ACCESS STATEMENT

REFURBISHMENT & RECLADDING OF EXISTING
AGRICULTURAL CONTRACTORS BUILDINGS TO LAND
NORTH OF LAKESIDE WAY, NORTON, YO17 9PG.



AERIAL VIEW OF SITE

1. INTRODUCTION

This Design and Access Statement has been prepared to support the submission of an outline planning application for the refurbishment & recladding with external alterations to existing agricultural buildings on the land to the north of Lakeside Way, Norton.

2. LAYOUT

The application site lies within the market town of Norton, within the development limits and identified as Site No. 423 - 'Potential Development Sites in Norton' shown on the proposals map of Ryedale District Local Plan which was adopted in September 2013.

3. ACCESS

The access to the site from Welham Road to the west along the existing road is to remain unaltered.

4. SCALE

The application will not alter the overall scale of the building in either size or scale. The existing footprint, elevational aspects and scale of the agricultural buildings are to be retained.

5. APPEARANCE

The proposal is for the elevational appearance of the buildings to remain on the whole unchanged. The South West and North West Elevations, as seen on drawing TCA/288/02/011, are to remain unaltered with the proposed materials to match the existing. The North East elevation as existing currently consists of open steel agricultural frames. These are to be infilled with corrugated steel cladding matching that of the North East and South West aspects. The South East Elevation is to also be infilled with the same corrugated steel cladding as well as the addition of agricultural roller shutter doors to provide access to the new covered buildings.

6. LANDSCAPE

The landscape to the site will be maintained and remain unaltered.

7. CONCLUSIONS

The buildings on the site are in need of refurbishment and recladding in order to maintain their current use to the client. The improvements will provide more efficient, covered agricultural buildings.

NORTON-ON-DERWENT TOWN COUNCIL

Town Clerk: Mrs R.Tierney

Tel/Fax: 01653 695348
Council Chamber and Office
The Old Courthouse
84B Commercial Street
Norton-on-Derwent
Malton
North Yorkshire YO17 9ES



21 November 2017

Head of Planning Services,
Ryedale District Council.
Ryedale House,
Malton.
YO17 7HH

Dear Sir,

PLANNING APPLICATIONS NORTON-ON-DERWENT

I have to inform you that at its meeting on Monday, 20 November 2017 the Town Council made the following recommendation in respect of the application listed below:-

17/01099/FUL

Refurbishment and recladding of existing agricultural contractors buildings.
Agricultural contractors, Welham Road, Norton
For: Thomas Crown Associates

RESOLVED Defer decision. There is not enough information as to the purpose of the refurbishments and, if it is refurbishment, why does it need planning? Could you kindly supply us with further information.

Yours sincerely,

Ros Tierney
Town Clerk

E. Mail: norton.tc@btconnect.com

Agenda Item 11

Item Number: 11
Application No: 17/01404/HOUSE
Parish: Pickering Town Council
Appn. Type: Householder Application
Applicant: Mr Julian Dyson
Proposal: Erection of detached garage (revised details to refusal 17/00704/HOUSE dated 01.08.2017)
Location: 6 Willowgate Pickering YO18 7BE

Registration Date: 16 November 2017
8/13 Wk Expiry Date: 11 January 2018
Overall Expiry Date: 28 December 2017
Case Officer: Joshua Murphy **Ext:** 329

CONSULTATIONS:

Parish Council	No Objection
Highways North Yorkshire	Recommend condition
Building Conservation Officer	Objection

Neighbour responses: Bill & Sue Beaumont, Mr B Finney, Lorraine Gibb,

SITE:

6 Willowgate is a dwelling located within the town of Pickering. The proposal is also located within the Pickering Conservation Area.

PROPOSAL:

The proposal is to erect a garage within the curtilage of the property. The dwelling is a traditional in character and is located within the Conservation Area.

HISTORY:

17/00704/HOUSE- Planning permission refused for the erection of detached garage. The application was refused because its design and appearance was considered to be contrary to the requirements of Policies SP12, SP16, SP19 and SP20 of the Local Plan Strategy and because it failed to reinforce local distinctiveness and preserve or enhance the Conservation Area.

POLICY:

Development Plan:

Ryedale District Local Planning Policy SP12 - Heritage
Ryedale District Local Planning Policy SP16 - Design
Ryedale District Local Planning Policy SP19 - Presumption in Favour of Sustainable Development
Ryedale District Local Planning Policy SP20 - Generic Development Management Issues

National Policy: National Planning Policy Framework

APPRAISAL:

The main considerations to be taken into account are:

- i) Form and Character
- ii) Impact on the Pickering Conservation Area
- iii) Impact on Street Scene
- iv) Impact upon neighbouring amenity

i) Form and Character

The proposal is to erect a garage in the space adjacent to and south of the dwelling. The proposal is similar in scale to the previous scheme which was refused and is sited in the same location. The main difference being that the current proposal includes a pitch roofed section at the front of the proposed garage rather than a parapet wall.

The proposed detached garage building measures 5.5m in length by 4.5m in width. The proposed design includes a predominantly flat roof with a limited pitch roof element on the front elevation. The building is 3.5m in height when this pitched roof section is taken into account. The garage is proposed to be constructed from stone with clay pantiles for the false roof section. The proposed design is a significant concern. The false pitched roof and expanse of flat roof results in a discordant roof profile and a heavy block form. This is considered to be visually unattractive and out of character with local vernacular. Consequently, it is considered that the proposal by virtue of its design, is harmful to the visual appearance and character of the area and fails to reinforce local distinctiveness and is not in conformity with Policies SP16 and SP 20 of the Ryedale Plan - Local Plan Strategy.

ii) Impact on the Pickering Conservation Area

The site is located within the Pickering Conservation Area, on Willowgate a historic, narrow street. The street is lined with properties with garages which are sited directly adjacent to the main road. The small amenity space which most of the properties on the street have, means that garages are usually a separated from their associated dwelling.

The Council's Building Conservation Officer had concerns with the garage and its siting in the previous application and has confirmed that these concerns still stand:

'I am of the opinion that the erection of a garage in this location will not preserve or enhance the character of the Conservation Area. Current public views into the depth of the site of mature shrubs and greenery will be replaced by built development. In addition, due to the rise in ground levels to the east, the garden will require substantial excavation. The current pleasing incremental gradient and views into the site would be replaced by an excavated site with an almost eaves level garden to the rear. In my opinion the principle of development on this site will cause harm to the character of the conservation area by removing an attractive area of publically viewed green space in an otherwise narrow and hard townscape. In my opinion the degree of harm caused will be on the lower end of less than substantial harm due to the set back position of the garage and retained landscaping to either side of the entrance. According to paragraph 134 of the NPPF where the development proposal will lead to less than substantial harm to the significance of a designated heritage asset, the harm should be weighed against the public benefits of the proposal including securing its optimum viable use. In my opinion there is little heritage benefit to the proposal that would not outweigh the identified harm, the cottage is occupied and well maintained and already has an approved vehicle hardstanding. '

For the reasons outlined above, it is considered that the proposal would not preserve or enhance the character or appearance of the Conservation Area and that it would be harmful to the character and appearance of the Area. The proposal is therefore not in conformity with SP12 (Heritage) of the Ryedale Plan - Local Plan Strategy

iii) Impact on Street Scene

The proposal is considered to be anomalous to the built form and character of Willowgate. The garage is proposed to be set back from the main road to provide x2no parking spaces. This is in contrast to the predominant surrounding built form of surrounding properties with garages set directly adjacent to the main road. Consequently, it is considered that the siting of garage in this location, will result in a

material adverse impact on the street sense. In this respect, the proposal is in conflict with Policies SP12, SP16 and SP20 of the Local Plan Strategy.

Iv) Residential Amenity

The proposed garage is located close the boundary with the neighbouring property to the south. However, part of a section of the neighbouring property is itself adjacent to the boundary. It is considered that the proposal would not result in any adverse effects on the amenity of the neighbours.

CONCLUSION:

The proposed scheme is in conflict with policies in the adopted development plan (SP12, SP16 and SP20) which seek to ensure the new buildings are designed well so as to appropriate and sympathetic to the built form and character of the locality.

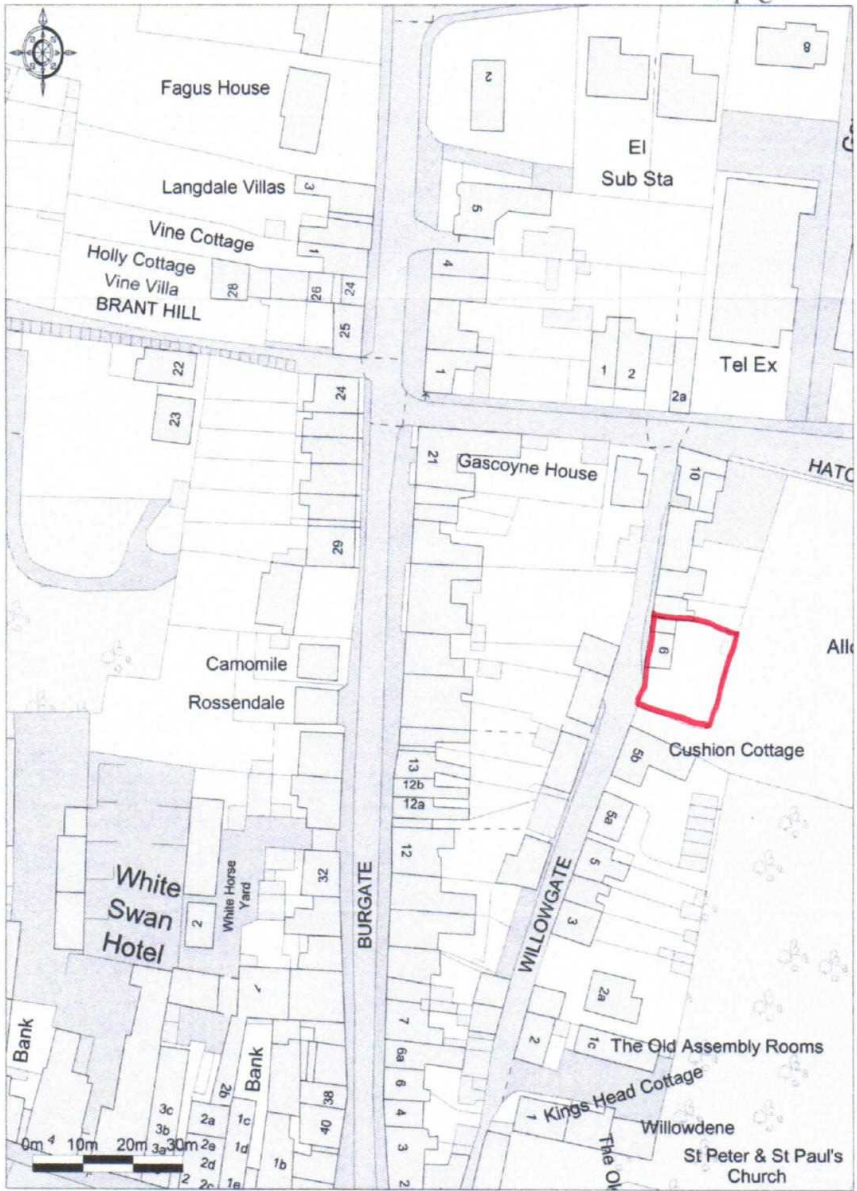
RECOMMENDATION: Refusal

- 1 The proposed garage by virtue of its scale, form and design detailing is considered to be inappropriate and unsympathetic to the character and appearance of the existing dwelling house and locality. Furthermore, the proposal is considered to fail to reinforce local distinctiveness. The development is therefore contrary to the requirements of Policies SP16 and SP20 of the Ryedale Plan - Local Plan Strategy and Section 7 (Requiring Good Design) of the National Planning Policy Framework.

- 2 Having regard to the duty set out within of The Planning (Listed Building and Conservation Area) Act 1990 (Section 72), the proposal by virtue of its scale, design and location, will not preserve or enhance the character and appearance of the Pickering Conservation Area. The proposal is considered to be harmful to the character and appearance of the Conservation Area and is therefore considered to be contrary to the requirements of Policy SP12 (Heritage) of the Ryedale Plan - Local Plan Strategy and contrary to Section 12 (Conserving and enhancing the historic environment) of the National Planning.

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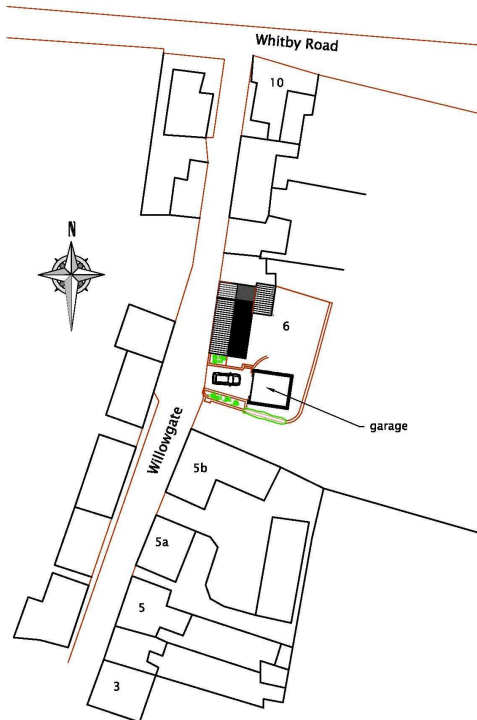
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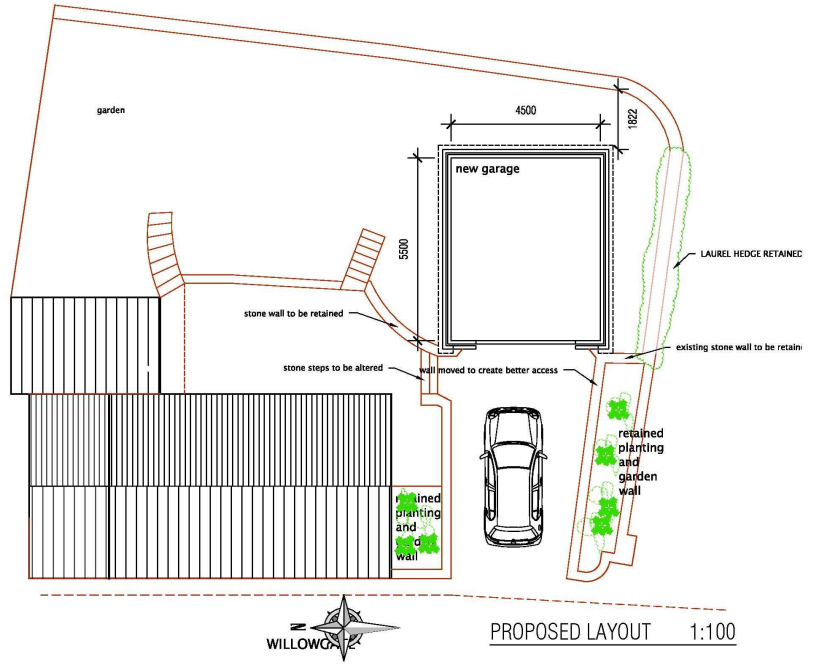
YO18 7AU

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Date Valid: 16/11/2017



SITE PLAN 1:500



PROPOSED LAYOUT 1:100

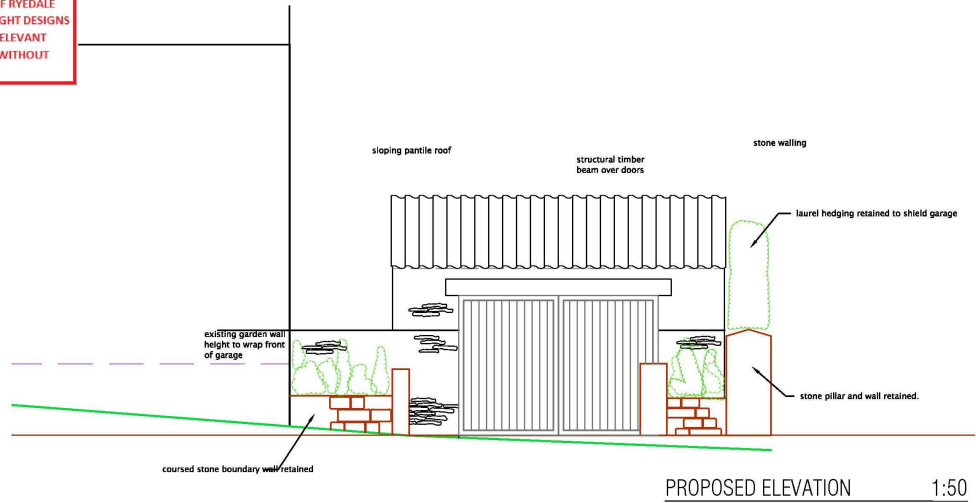
PETER RAYMENT design
 Architectural Designers • Peter Rayment • Richard Waller

title:	Proposed Drawing – Layout & Site Plan	dwg No:	171 113 02
project:	Erection of New Garage 6 Willowgate, Pickering, YO18 7BE	scale:	see items
client:	Mr & Mrs Dyson		

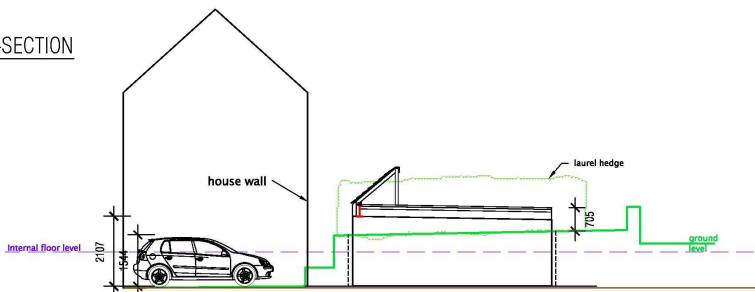
Peter Rayment Design Ltd, Uppgang, Westgate, Thornton Le Dale, Pickering YO18 7SG t:01751 472541 e:raymentdesign@gmail.com

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Date Valid: 16/11/2017



X-SECTION



PETER RAYMENT design

Architectural Designers • Peter Rayment • Richard Waller

title:	Proposed Drawing - Elevation	dwg No:	171 113 03 -
project:	Erection of New Garage 6 Willowgate, Pickering, YO18 7BE	scale:	1:100 @ A3
client:	Mr & Mrs Dyson		

Peter Rayment Design Ltd, Uggang, Westgate, Thornton Le Dale, Pickering YO18 7SG t:01751 472541 e:raymentdesign@gmail.com

Proposed Garage at 6 Willowgate, Pickering, YO18 7BE, for Mr J Dyson: Planning Statement

- 1 This planning application is a resubmission with revisions. It follows application 17/00704/HOUSE, for similar development, which was refused on 1 August 2017. I am writing this planning statement on behalf of the applicant, Mr Dyson. Richard Waller of Peter Rayment Design is the agent for the application. The statement explains the background and covers Design, Access and Heritage matters.
- 2 **Site Description.** Willowgate is a very narrow road in the historic core of Pickering. It contains a mixture of old and new development, mainly housing, and including a few recent conversions. Most buildings on each side of the road come up to the road frontage, although there are a number of parking spaces and rear garages. Onstreet parking is prohibited and there are double yellow lines.
- 3 6 Willowgate is a two storey stone cottage with a clay pantile roof at the south end of a row. It has recently been refurbished. South and east of it are a garden which includes a single parking space. The total garden area is about 230 sq m. The garden land rises to the east and is fronted by a drystone wall up to 1.5 m high, running across the garden. Further south again is a wide grassed access way through to the allotments behind, about 10 m wide.
- 4 **The Proposal.** Mr and Mrs Dyson, the owners, need parking for their two cars as well as additional storage. They ask for a single storey garage behind the existing parking space.
- 5 **Amended Design.** The garage will be built of stone with a false roof of clay pantiles. Dimensions would be 4.5 m x 3.5 m with a height of 3.5 m from the front. It would be recessed into the garden and has been designed to create the appearance of a continuation of the drystone wall. The garage entrance would be an up-and-over door that is clad in natural timber and recessed heavily into the reveals. A heavy timber beam over the door would mirror garages diagonally opposite. The proposed design takes into account the scale and form of the traditional buildings in the area whilst using vernacular materials to create a building that adapts to the street scene.
- 6 **Access.** The access to the land and buildings is to remain as existing.
- 7 **Heritage Assets.** Willowgate is within the Pickering Conservation Area. Number 6 is not a listed building. Indeed there is only one listed building in Willowgate, Willowdene, number 1, which is Grade II but about 200 m away to the south. Therefore location within the Conservation Area is the sole relevant heritage asset affecting the proposal.
- 8 **Planning History.** The only relevant planning history is the previous refusal for a detached garage, 17/00704/HOUSE, mentioned previously and refused on 1 August. There were two reasons for refusal which in brief were:
 1. Scale and design considered inappropriate and unsympathetic to the character and appearance of the existing dwelling house, and which fails to reinforce local distinctiveness.
 2. Scale and location not considered to preserve or enhance the character of the Pickering Conservation Area.
- 9 These reasons are expanded in the Planning Application Report. The main points of concern are:
 - a) The flat roof is uncharacteristic of the conservation area.
 - b) Loss of what is described as “a vast amount” of green garden space.
 - c) Setting the garage back is also uncharacteristic of the Conservation Area and affects the street scene adversely.

- 10 To some extent b) and c) seem to oppose each other. At present there is some character of open space because of the area now used for parking. If built up to meet point c) this open characteristic would be lost.
- 11 After the refusal, revised plans were prepared and the Council was asked in writing for advice on a suitable solution. The main amendment made was inclusion of the sloping pantile roof at the front of the garage to alter to appearance as seen from the road which is the only public vantage point and therefore to resolve issue a). No changes were made to the exact location of the garage.
- 12 To date I have seen no written response but it is understood that the objection to the siting remains outstanding.
- 13 There are three reasons why the applicants do not wish to change the position of the garage:
1. A garage at the front would only provide one parking space. They need a space for each of their two cars. As explained it is in a part of Pickering where parking is tightly restricted and difficult.
 2. Bringing it forward would put it within barely 1 m of the south wall of the house which contains a ground floor window and French windows lighting a living room. The house would lose light and the outlook would be spoilt.
 3. There are practical advantages in having the garage set back as otherwise a car would be left on the very narrow highway, with yellow lines, while the garage door is opened. It does happen elsewhere in Willowgate where garage doors open direct onto the narrow road.
- 14 At present the garden area is about 230 sq m including about 20 m for the existing parking area. The proposed garage building will be slightly under 25 sq m. This would leave a generous amount of open space behind for the garden. It is not right to say that "a vast amount" of garden space would be lost.
- 15 Indeed I believe that setting the garage back protects the character of open space in this part of Willowgate.
- 16 It should be noted that not all buildings are on the road frontage. Diagonally opposite for instance is a large parking area for 17 Burgate which can accommodate six to eight cars.
- 17 **Conclusion.** The design has been amended to overcome the objection to a flat roofed garage. However it is not practicable to bring it to the front of the site. As it is set back in the site and as it partly replaces a 1.5 m drystone wall, its additional apparent height is only about 2 m. There are also many substantial shrubs in this part of the garden. The visual impact would therefore not be great.
- 18 A generous amount of space would remain as garden to number 6, some 185 sq m. The immediate vicinity has a character of openness anyway because of the adjacent wide grassed entrance to the allotments behind.
- 19 Suitable materials would be used, appropriate to the setting. Considerable care has been taken in the siting and design. In my professional opinion there would be no harm to the character and appearance of the conservation area, in accordance with Policy SP12 (Heritage) of the Ryedale Plan. I also believe that the siting and detailed design of the garage would reinforce local distinctiveness and be well integrated into its surroundings, in accordance with Policy SP16 (Design). Furthermore it accords with paragraphs 56, 60, 131 and 132 of the chapters of the National Planning Policy Framework dealing with Design and the Historic Environment.

20 I commend this proposal to the Council. In the light of the amendment to the design and the additional information supplied I hope that it will be approved.

Patrick Sutor
BA, Dip TP, MRTPI
Chartered Planning Consultant, for Mr and Mrs J Dyson
13 November 2017

From: Pickering Town Council
Sent: 20 December 2017 11:08
To: Development Management
Subject: Pickering: recent planning applications

The council had no objections to

17/01404/HOUSE - erection of detached garage (revised details to refusal 17/00704/HOUSE dated 1 August 2017) at 6 Willowgate; **JOSH MURPHY NO OBJECTION**

Andrew Husband
Clerk

Agenda Item 12

Item Number: 12
Application No: 17/01426/FUL
Parish: Pickering Town Council
Appn. Type: Full Application
Applicant: Mr Frances Barber
Proposal: Erection of a general purpose agricultural building to include the housing of livestock (retrospective application).
Location: Ryedale Carr Westgate Carr Road Pickering North Yorkshire YO18 8LX

Registration Date: 23 November 2017
8/13 Wk Expiry Date: 18 January 2018
Overall Expiry Date: 4 January 2018
Case Officer: Joshua Murphy **Ext:** 329

CONSULTATIONS:

Parish Council No objection
Environmental Health Officer No response received

Neighbour responses: Mrs Tracy Goodfellow, Mr David Goodfellow,

SITE:

Ryedale Carr is part of an agricultural business located outside of Pickering, in open countryside on the western side of the Town.

PROPOSAL:

The application is a retrospective application for the erection of an agricultural building to include the housing of livestock.

HISTORY:

15/01361/AGNOT - Erection of an agricultural building for the storage of hay, straw and agricultural machinery – Approved

POLICY:

Development Plan:

Local Plan Strategy – Policy SP9 The Land-Based and Rural Economy
Local Plan Strategy - Policy SP16 Design
Local Plan Strategy - Policy SP20 Generic Development Management Issues

National Policy:

National Planning Practice Guidance
National Planning Policy Framework

APPRAISAL:

The main considerations in relation to the application are:

- i) Principle of Development
- ii) Siting and Design

- iii) Neighbouring Impact
- iv) Impact on Open Countryside
- v) Other Matters

i) Principle of Development

Retrospective planning permission is sought for the erection of a general purpose agricultural building to include the housing of livestock. The building is sited adjacent to another agricultural building, which was previously approved in an agricultural notification (15/01361/AGNOT). The housing of livestock in the proposed building is directly linked to the agricultural business that operates on this land. The field is already established for farming use and it is evident that agricultural practice takes place on this land and has done for some time. The proposal is consistent with Policy SP9 (The Land- Based and Rural Economy) of the Local Plan Strategy.

ii) Siting and Design

The proposed building measures 21m in length by 5m in width, with an asymmetrical roof measuring from 3.3m at eaves height and 3.8m at the mono pitched roof. All covered areas of the building are constructed from cladding, with the box section of the roof constructed of steel sheeting. The proposal is of a typical design in this rural location and is proposed to be sited adjacent to an existing agricultural building on the site. The siting and design of the building is considered to be appropriate for a building of this use. It is therefore considered that the proposal is in conformity with Policy SP16 (Design) of the Ryedale Local Plan Strategy

iii) Neighbouring Impact

The building is approximately 55m away from the nearest residential property which is used as a holiday let. Costa Beck runs between the proposed building and this residential property. In addition, the proposed building is also sited behind an existing lawful agricultural building which is used for the storage of agricultural materials. It is considered that the proposal is at a sufficient distance away from the neighbouring occupiers so as not to result in an unacceptable impact on amenity.

Apart from this property, there are no other buildings in close proximity which would be described as protected. It is considered that the development would not create a material adverse impact upon neighbouring occupiers in terms of an overbearing presence, adverse smells and noise related disturbance. In this respect the development will be comply with Policy SP20 if the Ryedale Plan - Local Plan Strategy. There has been no response from any neighbouring occupiers

iv) Impact on Open Countryside

The proposal will not be directly visible from the public realm or any Public Right of Way. The building is adjacent to an existing farming building and is of a typical design of the rural landscape. It is considered that the proposal will not have an adverse impact on the character of the open countryside and landscape. The proposal is therefore considered to be in accordance with Policy SP20 of the Local Plan Strategy.

v) Other Matters

The application has received two letters of objection. The issues raised are as follows:

- 'The proposed building is located within 400m of a protected building'

It is true that there is a protected building(s) within 400m of the proposal. However, as the application is a full planning application, the impact on the amenities of occupants of neighbouring properties is considered as part of the application. The Council's Environmental Health Officers were consulted on the application and a site visit was taken. As such the following response was made, 'I don't believe the size of the shed could lead it to be classed as an intensive livestock unit, you can see from the photo (attached) the proximity to Costa guest house, and it is not out of keeping with other farming units within the area, the picture clearly shows farming equipment in the foreground, next to this was a

storage unit. From an environmental impact I don't have any concerns'.

- 'The Barn was built without planning permission and permission is only sought due to an enforcement'
Retrospective planning is not a material consideration when evaluating a planning application. An application for planning permission to attempt to make the proposal lawful is seen as a positive approach.

- 'The barn could have been built in an alternative location'

The barn is built adjacent to another farm building. The siting of buildings together as a group is often sought by the Local Planning Authority in order to minimise landscape and visual impacts of proposals. The Local Planning Authority has a duty to consider the siting of the building in this application on its merits.

- 'Costa Beck is at risk of further contamination'

There is no evidence that the propose building would have any additional impact on the Costa Beck, which is sited within an agricultural field. The Council's EHOs does not have any objection to the application. The building uses a straw bedding system and it is considered necessary that a condition is used to secure appropriate waste disposal.

In the light of the above, the proposal is considered to meet the relevant policy criteria outlined within Policies, SP9, SP16, SP19 and SP20 of the Ryedale Plan - Local Plan Strategy and within the National Planning Policy Framework. The proposal is therefore recommended for approval.

RECOMMENDATION: Approval

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

Proposed Plans – Date Validated on 23/11/17
Proposed Elevations – Date Validated on 23/11/17
Site Location Plan – Date validated on 23/11/17

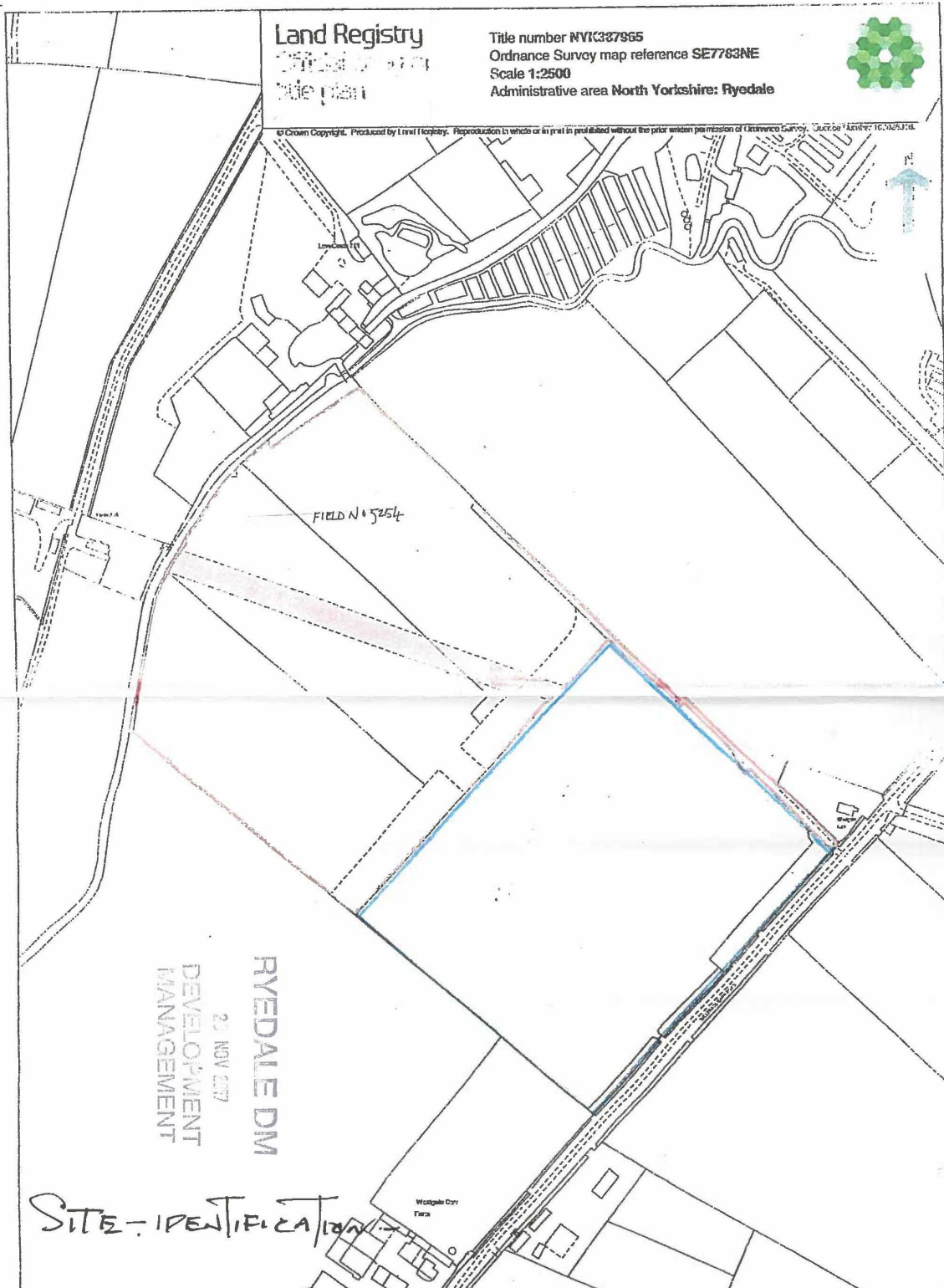
Reason: For the avoidance of doubt and in the interests of proper planning.

- 2 Within 3 months of the date of this approval a waste management plan shall be submitted in writing for approval to the Local Planning Authority. This shall detail the measures to be taken to minimise environmental issues through the correct collection and storage of animal waste. IT shall detail the methods of animal bedding and area cleaning. Such a plan shall be reviewed whenever there are significant changes, and implemented.

Reason: In order to protect the amenity of surrounding properties, and to satisfy Policy SP20 of the Ryedale Plan - Local Plan Strategy.

INFORMATIVE(S)

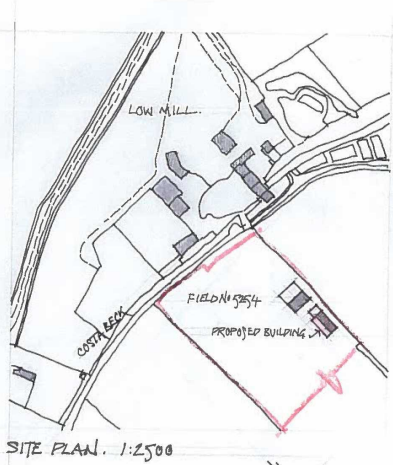
- 1 The applicant / developer is advised to contact the Environment Agency to ensure compliance with all relevant regulations regarding the storage and disposal of animal waste.



This official copy issued on 4 July 2011 shows the site of this title plan on 4 July 2011 at 16:06:49. It is admissible in evidence to the same extent as the original (s.67 Land Registration Act 2002).
 This title plan shows the general position, not the exact line, of the boundaries. It may be subject to distortions in scale. Measurements scaled from this plan may not match measurements between the same points on the ground. See Land Registry Public Guide 19 - Title Plans and Boundaries.
 This title is dealt with by Land Registry, Durham Office.

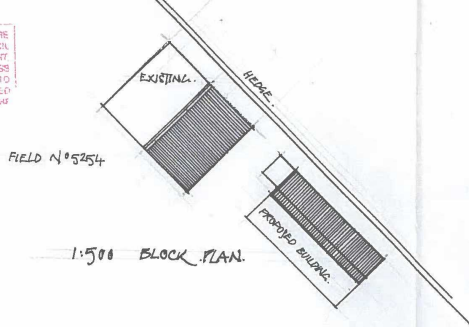
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3



SITE PLAN. 1:2500

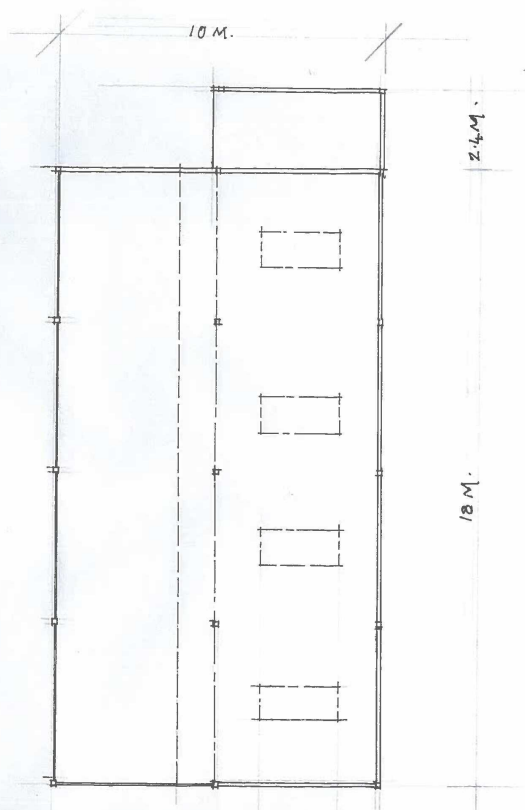
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FIELD N°5254

1:500 BLOCK PLAN

RYEDALE DM
23 NOV 2017
DEVELOPMENT
MANAGEMENT



TIMBER FRAMED. OPEN FRONTED. GENERAL PURPOSE BUILDING. - USE AGRICULTURAL STORAGE TO INCLUDE HOUSING OF LIVESTOCK.
ADDRESS: FIELD N°5254 OFF WESTGATE CARR RD, PICKERING, N. YORKS. YO18 7LZ. FOR MR. P. BARBER. SCALE 1:100 31ST MAY 2017

DRAWN: DENNIS LEA, E.A. (HONS) MARCH COTTAGE, MIDDLETON, YO18 8PA TEL: N° 01751 472088. DRAWG. N° 3081:2:2017

1/3

From: Pickering Town Council
Sent: 20 December 2017 11:08
To: Development Management
Subject: Pickering: recent planning applications

The council had no objections to

17/01426/FUL – erection of a general purpose agricultural building to include the housing of livestock (retrospective application) at Ryedale Carr, Westgate Carr Road; JOSH MURPHYNO
OBJECTION

Andrew Husband

Clerk

Agenda Item 14

RYEDALE DISTRICT COUNCIL

APPLICATIONS DETERMINED BY THE DEVELOPMENT CONTROL MANAGER IN ACCORDANCE WITH THE SCHEME OF DELEGATED DECISIONS

2nd February 2018

1.

Application No: 17/00432/FUL **Decision: Approval**
Parish: Yedingham Parish Council
Applicant: Messrs William And Charles Tindall
Location: Cottage Farm Kirby Lane Yedingham Malton North Yorkshire YO17 8SS
Proposal: Change of use and alterations of existing buildings to form 6 no. holiday units, comprising 4 no. 2-bed units and 2 no. 3-bed units together with vehicular access track, car parking and amenity areas and demolition of some existing agricultural buildings

2.

Application No: 17/00844/FUL **Decision: Refusal**
Parish: Nawton Parish Council
Applicant: Mr John Sugarman
Location: Land Off Highfield Lane Nawton Helmsley North Yorkshire
Proposal: Erection of a four bedroom dwelling and detached double garage

3.

Application No: 17/01043/LBC **Decision: Approval**
Parish: Terrington Parish Council
Applicant: Laidback Lucas Ltd
Location: Bay Horse Inn Main Street Terrington Malton North Yorkshire YO60 6PP
Proposal: Internal and external alterations to include formation of bar/kitchen at ground floor level, letting rooms at first floor level and erection of screen wall to east elevation together with demolition of store building.

4.

Application No: 17/01168/FUL **Decision: Approval**
Parish: Normanby Parish Meeting
Applicant: G Belt & Sons (Mr Ian Belt)
Location: Normanby Lodge Wandale Lane Great Barugh Malton North Yorkshire YO17 6NE
Proposal: Erection of general purpose storage building

5.

Application No: 17/01167/FUL **Decision: Approval**
Parish: Rillington Parish Council
Applicant: Croft Farm Construction (Mr Philip Gledhall)
Location: Land To Rear Of 43 Scarborough Road Rillington Malton YO17 8LH
Proposal: Erection of 2no. four bedroom linked dwellings with integral garages, 2no. three bedroom semi-detached dwellings with parking spaces and 1no. three bedroom detached dwelling with attached single garage together with formation of vehicular access

6.

Application No: 17/01201/REM **Decision: Approval**
Parish: Westow Parish Council
Applicant: Mr J Lambert

Location: Westfield Farm Low Lane Westow Malton YO60 7LX
Proposal: Erection of a three bedroom agricultural workers dwelling (outline approval 16/01892/OUT dated 31.05.2017 refers)

7.
Application No: 17/01215/ADV **Decision: Approval**
Parish: Malton Town Council
Applicant: Fitzwilliam Malton Estate (Mr R J G Bushell)
Location: 39 Yorkersgate Malton North Yorkshire YO17 7AA
Proposal: Display of Ino. non-illuminated directional sign on gable end wall

8.
Application No: 17/01222/LBC **Decision: Approval**
Parish: Malton Town Council
Applicant: Fitzwilliam Malton Estate (Mr R J G Bushell)
Location: 39 Yorkersgate Malton North Yorkshire YO17 7AA
Proposal: Display of Ino. non-illuminated directional sign on gable end wall

9.
Application No: 17/01257/73 **Decision: Approval**
Parish: Westow Parish Council
Applicant: Mr S Gibbons
Location: Buildings At Mount Farm Main Street Westow Malton North Yorkshire
Proposal: Variation of Conditions 13, 19, 21 and 27 of approval 13/00885/FUL dated 12.02.2016 - substitution of approved plans to amend house designs and layout

10.
Application No: 17/01261/FUL **Decision: Approval**
Parish: Malton Town Council
Applicant: Fitzwilliam (Malton) Estate (Mr Keith Davies)
Location: Taylor And Brown Ltd Castlegate Malton YO17 7DZ
Proposal: Demolition of vacant factory building and clearance of site within Malton Conservation Area

11.
Application No: 17/01301/FUL **Decision: Approval**
Parish: Ganton Parish Council
Applicant: Potter Brompton Properties C/O
Location: Warehouse Station Road Ganton Scarborough North Yorkshire
Proposal: Change of use and alteration to form a 3 bedroom dwelling following demolition of existing shed and dutch barn.

12.
Application No: 17/01315/FUL **Decision: Approval**
Parish: Pickering Town Council
Applicant: S Taylor & Son (Mr Robert Taylor)
Location: Hungate Joinery Works Hungate Pickering North Yorkshire YO18 7DA
Proposal: Erection of a building to form a joinery finishing area

13.
Application No: 17/01325/HOUSE **Decision: Approval**
Parish: Flaxton Parish Council
Applicant: Mr D Leetham
Location: Flaxton House Main Street Flaxton Malton YO60 7RJ

Proposal: Erection of single storey extension to south east elevation following demolition of existing utility extension

14.

Application No: 17/01326/LBC **Decision: Approval**
Parish: Flaxton Parish Council
Applicant: Mr D Leetham
Location: Flaxton House Main Street Flaxton Malton YO60 7RJ
Proposal: External and internal alterations to include erection of single storey extension to south east elevation following demolition of existing utility extension

15.

Application No: 17/01346/HOUSE **Decision: Approval**
Parish: Habton Parish Council
Applicant: Mr & Mrs D Ward
Location: Crathie House Ryton Rigg Road Ryton Malton North Yorkshire YO17 6RY
Proposal: Erection of part two storey/part single storey extensions to west and north elevations with installation of dormer window to north elevation of existing dwelling to extend dwelling and form annex accommodation following demolition of existing detached garage/utility outbuilding together with erection of detached triple garage

16.

Application No: 17/01353/FUL **Decision: Approval**
Parish: Kirby Misperton Parish Council
Applicant: Mr Kevin Winn
Location: Kirby Misperton Child Care At Woodstock Bower Main Street Kirby Misperton Malton North Yorkshire YO17 6XL
Proposal: Change of use to form a one bedroom holiday let.

17.

Application No: 17/01354/FUL **Decision: Approval**
Parish: Allerston Parish Council
Applicant: Mr & Mrs Motley
Location: Farm View Main Street Allerston Pickering YO18 7PG
Proposal: Erection of one bedroom detached cottage for use as an annex to Farm view and as a holiday let, following demolition of existing domestic outbuilding (part retrospective).

18.

Application No: 17/01362/FUL **Decision: Approval**
Parish: Oswaldkirk Parish Meeting
Applicant: Sam Smiths Old Brewery
Location: Malt Shovel Inn Main Street Oswaldkirk Helmsley YO62 5XT
Proposal: Alterations to include erection of single storey extension to east elevation of main building following partial demolition of existing two storey extension, partial rebuilding of barns 4, 5 and 6, re-roofing of all barns and reconfiguration of car parking area

19.

Application No: 17/01363/LBC **Decision: Approval**
Parish: Oswaldkirk Parish Meeting
Applicant: Sam Smiths Old Brewery
Location: Malt Shovel Inn Main Street Oswaldkirk Helmsley YO62 5XT
Proposal: External and internal alterations to main building and barns to include erection of single storey extension to east elevation of main building following partial

demolition of existing two storey extension, partial rebuilding of barns 4, 5 and 6, re-roofing of all barns and installation of stud wall partitioning to first floor of main building to allow formation of a kitchen, ladies and gents toilet facilities and a bathroom

20.

Application No: 17/01372/73 **Decision: Approval**
Parish: Rillington Parish Council
Applicant: Mr & Mrs M Bean
Location: Land To Rear Of 44 Scarborough Road Rillington Malton North Yorkshire
Proposal: Variation of Condition 15 of approval 13/00650/FUL dated 09.03.2015 - amendment to house types

21.

Application No: 17/01380/HOUSE **Decision: Approval**
Parish: Thixendale Parish Council
Applicant: Mr & Mrs Fisher
Location: Heathercliff Main Street Thixendale Malton YO17 9TG
Proposal: Erection of two storey extension to rear (south east) elevation

22.

Application No: 17/01401/HOUSE **Decision: Approval**
Parish: Kirby Grindalythe Parish Council
Applicant: Dr Guillem Bernat
Location: Blackthorn Cottage Sheepwalk Lane West Lutton Malton YO17 8TA
Proposal: Conversion, alteration and extension of the stables section of the detached outbuilding to form an entertaining room with kitchen/bar and games room

23.

Application No: 17/01402/LBC **Decision: Approval**
Parish: Pickering Town Council
Applicant: Mr Martin Smith
Location: 44 Westgate Pickering YO18 8BA
Proposal: Replacement of rear first floor window

24.

Application No: 17/01403/HOUSE **Decision: Approval**
Parish: Gate Helmsley Parish Council
Applicant: Mr Mark Weatherall
Location: Risewood Bungalow Risewood Gate Helmsley YO41 1NL
Proposal: Erection of single storey side extension

25.

Application No: 17/01413/HOUSE **Decision: Approval**
Parish: Sinnington Parish Council
Applicant: Mr & Mrs S Charters
Location: Holme Lea Friars Hill Road Sinnington Pickering North Yorkshire YO62 6SL
Proposal: Erection of single storey rear and side extensions to include attached double garage to the side, dormer window to rear roofslope and raised decking to the rear covering garden storage areas.

26.

Application No: 17/01423/TPO **Decision: Approval**
Parish: Sherburn Parish Council

Applicant: Mr Preston Lovegrove
Location: The Old Vicarage Vicarage Lane Sherburn Malton North Yorkshire YO17 8PL
Proposal: Fell Beech T1. Beeches - T2, T3 , T4, T5, T6, T8 crown lift all to 5m and remove dead wood. Beech T7 remove dead wood. Ash T16 and T17 remove dead wood. Holly T22 Fell - all in relation to 09/00324/TPO

27.

Application No: 17/01428/HOUSE **Decision: Approval**
Parish: Thixendale Parish Council
Applicant: Mr & Mrs Wood
Location: The Grooms House Thixendale Road Fridaythorpe Malton YO25 9SA
Proposal: Erection of two storey extension to north and west elevation and erection of attached canopy to north elevation.

28.

Application No: 17/01431/LBC **Decision: Approval**
Parish: Langton Parish Meeting
Applicant: Mr & Mrs Michael Sinclair
Location: Witham Cottage Main Street Langton Malton YO17 9QP
Proposal: Erection of a first floor extension on a column support, formation of opening in first floor interior wall and interior alterations to outbuildings to form additional domestic accommodation

29.

Application No: 17/01434/FUL **Decision: Approval**
Parish: Wombledon Parish Council
Applicant: Wombledon Parish Council (Mr Barrie Grice)
Location: Wombledon Sports Club Page Lane Wombledon Kirkbymoorside North Yorkshire
Proposal: Alterations to the existing pavilion to include erection of a front covered terrace and ramp, siting of 2no. side by side portable buildings to form changing rooms with erection of adjacent lean-to tractor store, removal of existing static caravan and demolition of store

30.

Application No: 17/01437/HOUSE **Decision: Refusal**
Parish: Westow Parish Council
Applicant: Mr Phil Dibbs
Location: North Wing Firby Hall Village Streets Firby Malton YO60 7LH
Proposal: Demolition of existing boundary wall, fence and access gates including gate posts and erection of replacement stone walling, posts and painted timber pedestrian and vehicular gates.

31.

Application No: 17/01445/73A **Decision: Approval**
Parish: Harome Parish Council
Applicant: Mr & Mrs Adam Spence
Location: Hall Garth Main Street Harome Helmsley YO62 5JF
Proposal: Variation of Condition 02 of approval 17/00840/FUL dated 26.09.2017 to replace drawing no.s PD228-02-B and PD228-03 with PD228-02-C and PD228-03-A.

32.

Application No: 17/01446/FUL **Decision: Approval**
Parish: Malton Town Council
Applicant: Screwfix Direct Ltd

Location: Units 6-8 Malton Enterprise Park 3 Cherry Farm Close Malton North Yorkshire YO17 6AB
Proposal: Change of use to Class B8 (storage and distribution) and installation of external bollards (part-retrospective).

33.

Application No: 17/01451/HOUSE **Decision: Approval**
Parish: Malton Town Council
Applicant: Mr & Mrs J Smith
Location: 56 Town Street Old Malton Malton YO17 7HD
Proposal: Erection of single storey lean-to extension to south elevation following demolition of existing extension.

34.

Application No: 17/01469/TPO **Decision: Approval**
Parish: Gate Helmsley Parish Council
Applicant: Mr Gordon Hayton
Location: Land Off The Lane Gate Helmsley
Proposal: Fell Horse Chestnut T1 (TPO 1993/194)

35.

Application No: 17/01473/FUL **Decision: Approval**
Parish: Thornton-le-Clay Parish Council
Applicant: Huntington Methodist Church (Mr Peter Harrison)
Location: Thornton Le Clay Methodist Church High Street Thornton Le Clay YO60 7TE
Proposal: Erection of a disabled toilet facility within rear open yard area and associated access ramp and railings from front of church

36.

Application No: 17/01491/73 **Decision: Approval**
Parish: Aislaby, Middleton & Wreton Parish
Applicant: Atkinson Builders Ltd (Mr David Johnson)
Location: Blacksmiths Cottage Main Street Aislaby Pickering North Yorkshire YO18 8PE
Proposal: Variation of Condition 02 of approval 15/00529/FUL dated 29.06.2015 - alterations to approved garage

37.

Application No: 17/01502/LBC **Decision: Approval**
Parish: Pickering Town Council
Applicant: The Royal Bank Of Scotland (Mr Charles Barnett)
Location: 6 Market Place Pickering YO18 7AD
Proposal: Removal of external ATM and signage and removal of internal banking related fitted furniture, counter and other related fixtures and fittings to decommission the branch following proposed closure

38.

Application No: 18/00001/DNO **Decision: Approval**
Parish:
Applicant: Trustees of Mrs JR Wood Dec'd
Location: Outbuildings At Station Farm Rice Lane Flaxton
Proposal: Demolition of existing Dutch barn and fold yard.

Appeal Decision

Site visit made on 8 January 2018

by David Cross BA (Hons), PGDip, MRTPI

an Inspector appointed by the Secretary of State

Decision date: 31st January 2018

Appeal Ref: APP/Y2736/W/17/3185761

Land Adj to Dhekelia, Moor Lane, Broughton, Malton YO17 6QJ

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission under section 73 of the Town and Country Planning Act 1990 for the development of land without complying with conditions subject to which a previous planning permission was granted.
 - The appeal is made by Mr & Mrs M Blakeley against the decision of Ryedale District Council.
 - The application Ref 17/0679/73, dated 3 June 2017, was refused by notice dated 20 July 2017.
 - The application sought planning permission for erection of detached two-bedroom dwelling with garden shed and formation of vehicular access (revised details to refusal 16/00973/FUL dated 13.09.2016) without complying with a condition attached to planning permission Ref 16/01870/FUL, dated 15 February 2017.
 - The condition in dispute is No 10 which states that: The dwelling hereby approved shall only be occupied by a person(s) who together with his/her spouse and dependents, or a widow/widower of such a person, who:
 - Have permanently resided in the parish, or an adjoining parish (including those outside the District), for at least three years and are now in need of new accommodation, which cannot be met from the existing housing stock; or
 - Do not live in the parish but have a long standing connection to the local community, including a previous period of residence of over three years but have moved away in the past three years, or service men and women returning to the parish after leaving military service; or
 - Are taking up full-time permanent employment in an already established business which has been located within the parish, or adjoining parish, for at least the previous three years; or
 - Have an essential need arising from age or infirmity to move to be near relatives who have been permanently resident within the District for at least the previous three years.
 - The reason given for the condition is: To satisfy the requirements of Policies SP2 and SP21 of the Ryedale Plan – Local Plan Strategy.
-

Decision

1. The appeal is dismissed.

Main Issue

2. The main issue is whether the disputed condition is necessary and reasonable having regard to the provisions of the development plan and the location of new housing development, and with particular regard to the personal circumstances of the appellants.

Reasons

3. The appeal site consists of an area of land adjacent to the existing dwelling of Dhekelia. At the time of my site visit, the proposed dwelling was substantially complete but did not appear to be occupied. Planning permission for the dwelling was granted subject to a number of conditions, including the disputed condition which the Council states is required to meet the requirements of policies of the Ryedale Plan – Local Plan Strategy 2013 (RPLPS).
4. The RPLPS distributes development in accordance with a settlement hierarchy identified in Policy SP1. This identifies Principal Towns, Market Towns and Service Villages as being the focuses for growth. Broughton is not within one of these settlement types and is therefore classed as being in the 'Other Villages' category. Development of housing in Other Villages is allowed in certain circumstances as specified in Policy SP2 of the RPLPS, including infill development subject to a requirement for 'Local Needs Occupancy'. Policy SP21 specifies the requirements of the Local Needs Occupancy Condition.
5. The RPLPS was adopted in 2013 and therefore post-dates the publication of the National Planning Policy Framework (the Framework). The settlement hierarchy complies with the core planning principles of the Framework in focussing significant development in sustainable locations.
6. The appellants have questioned the interpretation of the second bullet point of Policy SP21(a), which requires occupants to "have a long standing connection to the local community". The appellants contend that the definition of 'community' should relate to the whole of Ryedale District, and on that basis they would meet the aims of the Policy as they have lived and worked in the District for approximately 10 years. However, I note that the Policy refers to the '*local* community' which in my view has a more limited geographical meaning than the whole District i.e. it relates to the local community within and near to Broughton.
7. Furthermore, the fact that the fourth bullet point of Policy SP21(a) explicitly refers to the 'District' adds weight to my reading of the Policy, as I consider that the same wording would have been used for the second bullet point if it was to apply to the whole District. Therefore, whilst the appellants may have a long standing connection to the District, no substantive evidence has been presented to me that they have such a connection to the local community within which the appeal site is located.
8. The appellants state that they purchased the site in good faith, on the understanding that they complied with the occupancy condition. However, the Council has subsequently confirmed that they did not comply with the condition, and I concur with the Council on this matter for the reasons stated above. Based on the evidence before me, I have no doubt that the appellants purchased the site based on a genuine misinterpretation of the occupancy condition, but such a misinterpretation does not justify the removal of the condition.
9. I am also mindful of the financial costs to the appellants of renting a property in order to comply with the condition, as well as the disruption to the appellants and potential tenants of the new dwelling. However, such personal circumstances are not of sufficient weight to outweigh the conflict with planning policy and the Council's housing strategy.

10. I acknowledge that the condition is restrictive in relation to this site and does not apply to existing housing in the village. However, the condition complies with the policies of the Council in directing new housing development to the Principal Towns, Market Towns and Service Villages except in specified circumstances. It is therefore reasonable that the condition applies to new housing development in 'Other Villages' such as Broughton so that it meets local housing needs rather than the general housing market.
11. I have also had regard to the comments raised locally in support of the proposal, including that the site was previously unsightly and that the bungalow is of an attractive design. However, such benefits could have been achieved through the development of the site with the condition in place. Furthermore, no substantive evidence has been provided to me to demonstrate that the condition was preventing the development of the site.
12. Policy SP21(g) states that the lifting of occupancy restrictions will be carefully considered on a case by case basis. However, the specific circumstances of this case are not of such an exceptional nature to outweigh the conflict with the policies of the RPLPS. I therefore conclude that the condition is necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects. It therefore meets the tests contained in paragraph 206 of the Framework. I have carefully considered the personal circumstances of the appellants and sympathise with their predicament, but I do not consider that such circumstances are sufficient to outweigh the reasons for the disputed condition or to justify its removal.
13. For the reasons given above, and taking account of all material planning considerations, I conclude that the appeal should be dismissed.

David Cross

INSPECTOR