

Item Number: 6
Application No: 11/00919/FUL
Parish: Malton Town Council
Appn. Type: Full Application
Applicant: Ryedale District Council (Mr Howard Wallis)
Proposal: Alterations to parking layout and landscaping of the eastern section (upper level) of Wentworth Street Car Park to include demolition of existing concrete sectional building
Location: Land At Wentworth Street Car Park Wentworth Street Malton North Yorkshire
Registration Date: 19 August 2011 **8/13 Week Expiry Date:** 14 October 2011
Case Officer: **Ext:**

CONSULTATIONS:

Parish Council - Malton	Object
Highways North Yorkshire	Recommend conditions
Neighbouring Parish Council - Norton-On-Derwent	Object
Tree & Landscape Officer	No views received to date

Neighbour responses: Mr Nicholas McNally, Miss Maxine Furnandiz, G Woodhead, Cllr P Andrews, Hon. Alderman Daphne Stead, Miss Samantha Wilde, Mrs D A Munn, Mrs Jan Anderson, Mr Richard Hopkinson, Mrs Fiona Croft, Mr Gavin Read, Mrs Samantha Read, Mr Malcolm Anderson, Mr Paul Andrews, Mr John Collins,

Overall Expiry Date: 22 March 2012

1. SITE DESCRIPTION, BACKGROUND & PROPOSED DEVELOPMENT

- 1.1 This application relates to approximately 0.42ha of land to the south of Pasture Lane, north of Princess Road and east of Wentworth Street, which is currently in use as a public car park.
- 1.2 The application site is adjoined to the north by an existing sectional concrete building which is currently in use as a rifle club and a private mausoleum, which does not form part of the application site. Beyond the building and mausoleum lies a cemetery. The eastern boundary of the application site is adjoined by the residential properties on Ropery Walk. The southern boundary of the site adjoins residential properties in Princes Road Flats. The western boundary of the application site is adjoined by the lower level of the Wentworth Street Car Park (WSCP), which is subject to a separate application for the erection of retail units, offices, petrol filling station, car park and associated landscaping (Ref. 11/00927/MOUT).
- 1.3 Full planning permission is sought for alterations to the layout of the car park, together with the demolition of an existing sectional concrete building to the north. There will also be resurfacing works undertaken across the site and the provision of new paving and kerbing stones throughout the site.

- 1.4 Members will be aware that a development brief for the wider Wentworth Street Car Park site was prepared by Ryedale District Council in 2008. The brief suggested the redevelopment of the site in two phases, with the area covered by this application being subject to the second phase of development to provide new housing in the form of flats (including affordable housing), should it be found that parking provision and management would allow. That brief is not considered to be directly relevant to these proposals, at this time.
- 1.5 The current planning application was originally considered by Members at a Planning Committee meeting on 29th March 2012. It was resolved to grant planning permission for the redevelopment of the car park. The application was sent to the Secretary of State for confirmation that the application did not need to be referred to him for determination. The referral was required due to the applications integral link to the development of the remainder of the car park to the south for the erection of retail units, offices, petrol filling station, and car park. The Secretary of State (SoS) confirmed in writing that he would not 'call in' the application for his determination.
- 1.6 A separate outline application by Fitzwilliam (Malton) Estates (FME) for the demolition of the existing livestock market including associated buildings and redevelopment of the site for retail with 3-storey car parking and public square was also considered at the Planning Committee Meeting on 29th March 2012 and, following the resolution on the WSCP site, it was resolved to refuse planning permission for the Livestock Market scheme due to concerns relating to the application of the sequential test, the loss of the livestock market, design, and impact on the vitality and viability of the town centre when considered cumulatively with the WSCP scheme for which there was a resolution to grant planning permission.
- 1.7 FME subsequently lodged a S.78 Planning Appeal against the refusal of planning permission for the Livestock Market site scheme. The appeal was allowed. The Inspector's Decision Letter dated 29th October 2012 made reference to significant flaws in the manner in which the application of the sequential test had been applied within the Committee Report for the Livestock Market site that were identified during the course of the Inquiry. It was therefore agreed in evidence by the Council's retail witness during that Inquiry (detailed at Paragraph 34 of the Inspector's Decision Letter), that in his view there was a need for Members to re-assess the resolution to grant planning permission for the WSCP scheme (Ref. 11/00927/MOUT).
- 1.8 Despite the previous resolution of Members to grant planning permission for the WSCP scheme and the upper tier car park re-development, planning permission has not in fact been granted for either development. The reason for the delay arises out of the subsequent grant of planning permission on appeal for the Livestock Market site. That is to say, in the light of the Inspector's observations, Officers considered that it is appropriate that the matter is considered afresh by Members.
- 1.9 The applicant has taken the opportunity to review and revise the proposal for the WSCP application. The upper tier application (this proposal) and updating supporting information. Amended supporting documentation was received on 20th February 2014.
- 1.10 It should therefore be noted that there are some minor differences between the scheme as currently proposed and that previously considered by Members at the Planning Committee meeting on 29th March 2012 is very limited as described below. Moreover, Members should consider this matter afresh in light of present circumstances and are in no way bound by their previous resolution.
- 1.11 The previous submission involved the redevelopment of the upper car park, which currently provides 154 car parking spaces, to include 159 car parking spaces and a further 3 disability spaces.

- 1.12 The revised details involve the redevelopment of the car park in order to create 170 car park spaces. The revised layout will still provide spaces would be available for long stay parking, with access for livestock market vehicles retained whilst the market is located in the town centre, and retained in the ownership of the Council. It is also stated that retention of the site by the Council maintains a possible future location for the fun fair. All the previous disabled spaces have been re-located closer to the store.
- 1.13 Access and egress to the site is presently available through the area of car park to the west, which can be accessed from Pasture Lane to the north, Princess Road to the south, and Wentworth Street itself to the west. Following the development of the proposed foodstore, the only vehicular access will be from Pasture Lane.
- 1.14 It is noted that there is a substantial change in levels in the vicinity of the site. The site is approximately 3-4m above the level of the car park area to the west of the site, and it slopes gently downwards towards the northern boundary with the cemetery.
- 1.15 In connection with the proposals for the adjoining site, highway works are proposed at the junction of Smithson Court with Pasture Lane. These works include widening of the carriageway of the major arm (eastbound) to accommodate a right turn holding lane and an additional exit lane on Smithson Court.

2. PLANNING POLICY CONTEXT

Decision Taking - General Principles

- 2.1 Section 38(6) of the Planning & Compulsory Purchase Act 2004 confirms that, if regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise.
- 2.2 The Development Plan for the area comprises of:
- The 'saved' policies of the Ryedale District Local Plan (2002)
 - Ryedale Plan – Local Plan Strategy Development Plan Document (2013)
- 2.3 In addition, Section 66 of the Planning (Listed Buildings & Conservation Areas) Act 1990 requires, in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

Development Plan

Ryedale District Local Plan (2002)

- 2.4 The Ryedale District Local Plan was adopted in 2002 and set out a number of policies to guide development through the whole of the District in the period up to 2006. The Authority was subsequently directed by the Secretary of State to save key policies in the Local Plan from 27th September 2007.
- 2.5 The application site is not subject to any site specific allocations or designations within the adopted Local Plan. The vast majority of the policies saved from 27th September 2007 have now been superseded by the Ryedale Plan – Local Plan Strategy DPD. None of the remaining 'saved' policies of the Ryedale District Local Plan are directly relevant to the assessment of the current planning application.

Ryedale Plan – Local Plan Strategy DPD (2013)

- 2.6 The Ryedale Plan – Local Plan Strategy was adopted on 5th September 2013 and forms part of the Ryedale Plan. The purpose of the Ryedale Plan is to encourage new development and to manage future growth whilst ensuring that change across the District is based on a presumption in favour of sustainable development. The Ryedale Plan will help to support the delivery of new homes, jobs and shops to address the needs of local communities and it will look to ensure that these are carefully co-ordinated with the services and facilities that communities rely upon and which are essential to well-being and quality of life. It will influence the location, amount and type of new development in different places, shaping how they will look and feel in years to come. Crucially, the plan will also protect those things that are important in this area and which are highly valued by local people. These include Ryedale’s outstanding landscapes and rich cultural heritage, as well as the community facilities and services that are essential in supporting rural communities, particularly those in more isolated locations.
- 2.7 The Local Plan Strategy Document sets out the strategic issues facing the District and the challenges of addressing them. It includes a Vision and Objectives for the sort of place that Ryedale will be and sets out a Strategy and suite of strategic policies to achieve these and to promote and guide private and public investment, neighbourhood planning, community and voluntary work and support over the next 15 years.
- 2.8 The following policies of the Ryedale Plan – Local Plan Strategy are relevant to the assessment of the current application:
- Policy SP7 – Town Centre and Retailing
 - Policy SP10 – Physical Infrastructure
 - Policy SP12 – Heritage
 - Policy SP16 – Design
 - Policy SP19 – Presumption in Favour of Sustainable Development
 - Policy SP20 – Generic Development Management

Material Considerations

National Planning Policy Framework (2012)

- 2.9 The National Planning Policy Framework (NPPF) was published in March 2012 and sets out how the Government’s planning policies for England and how these should be applied. The NPPF is a material consideration in decision taking.
- 2.10 Paragraph 6 of the NPPF confirms that the purpose of the planning system is to contribute to the achievement of sustainable development and the guidance goes onto recognise that there are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:
- **An Economic Role** – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
 - **A Social Role** – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community’s needs and support its health, social and cultural well-being;

- **An Environmental Role** – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change, including moving to a low carbon economy.

2.11 Paragraph 14 confirms that a presumption in favour of sustainable development is therefore at the heart of the NPPF and should be seen as a golden thread running through both plan-making and decision-taking. For decision-taking, this means approving development proposals that accord with the development plan without delay. Where the development plan is absent, silent or relevant policies are out-of-date, granting planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies of the Framework taken as a whole or specific policies in the Framework indicate development should be restricted.

2.12 Within the overarching roles that the planning system ought to play, Paragraph 17 of the NPPF sets out a number of core land-use principles that should underpin both plan-making and decision-taking, including that planning should:

- Proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs;
- Always seek to secure high quality design and a good standard of amenity for all existing and future occupiers of land and buildings;
- Support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change, and encourage the reuse of existing resources, including conversion of existing buildings, and encourage the use of renewable resources;
- Contribute to conserving and enhancing the natural environment and reducing pollution;
- Encourage the effective use of land by reusing land that has been previously developed, provided that it is not of a high environmental value;
- Conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations;
- Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.

Emerging Ryedale Plan – Local Plan Sites Document

2.13 Paragraph 216 of the NPPF confirms that decision-takers may also give weight to relevant policies in emerging plans according to:

- The stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given);
- The extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given);
- The degree of consistency of the relevant policies in the emerging plan to the policies in this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

2.14 The Ryedale Plan – Local Sites Document will primarily identify and allocate land for new housing, employment and, where necessary, retail development in accordance with the Local Plan Strategy. It will be accompanied by Proposals Maps which set out development limits and town centre commercial limits, as well as other numerous designations.

To date, the Council have prepared a Draft Site Selection Methodology, which is intended to inform the selection of sites for allocation through the Sites and Helmsley Development Plan Documents. The Local Plan Sites Document is therefore in the preliminary stages of preparation and, on this basis, can be afforded no material weight in the determination of the current application.

Emerging Malton & Norton Neighbourhood Plan

- 2.15 The Localism Act 2011 introduced an entitlement for any qualifying body to initiate a process for the purpose of requiring a local planning authority in England to make a neighbourhood development plan. A neighbourhood development plan is a plan which sets out policies (however expressed) in relation to the development and use of land in the whole or any part of a particular neighbourhood area specified in the plan.
- 2.16 To date, Malton & Norton Town Councils are committed to preparing a Neighbourhood Plan for the twin towns. Whilst the detailed scope of this document and a timetable for its preparation is yet to be agreed, the Town Councils carried out a local public consultation exercise in 2011, which led to the publication of an Interim Draft Neighbourhood Plan in October 2011. However, it is evident that the preparation of the Malton & Norton Neighbourhood Plan is also in the preliminary stages and can be afforded little or no weight in the decision-making process at this point in time.

Other Relevant Guidance/Documentation

- 2.17 The following guidance/documentation is also of relevance to the determination of the planning application:
 - Wentworth Street Car Park Development Brief (2009);
 - Malton & Norton Strategic Transport Assessment (June 2010);
 - Malton & Norton Strategic Transport Assessment Addendum (October 2010);
 - Supplementary Planning Document – Developer Contributions Towards Strategic Transport Improvements in Malton & Norton Interim Version (July 2007);
 - Section 66 of the Planning (Listed Buildings & Conservation Areas) Act 1990
 - Malton Conservation Area Assessment;
 - National Planning Practice Guide (March 2014)

3. CONSULTATIONS

- 3.1 The table contained below summarises the consultation responses that have been received from the relevant statutory and non-statutory consultees in respect of the original scheme:

NYCC Highways	Date Received: 29 th March 2012
	Comments: No objection. Recommends a series of planning conditions are attached to the permission to secure the provision of approved access, turning and parking areas and appropriate provisions for onsite parking, storage and construction traffic during the development.

Malton Town Council	Date Received: 10 th November 2011
	Comments: Consider that the application should be determined following the decision in respect of application number 11/00927/MOUT.
Norton-on-Derwent Town Council	Date Received: 2 nd December 2011
	Comments: Support Malton Town Council in recommending that application 11/00927/MOUT be refused and 11/00919/FUL be determined accordingly.

4. PUBLICITY

4.1 The planning application was originally received by the Council on 19th August 2011 and was advertised by the following means:

- Neighbour Letters expiring 29th September 2011;
- Site Notices expiring 29th September 2011.

4.2 A total of 14 letters of objection were received from local residents and interested parties during the consultation periods outlined above. The concerns raised are summarised as follows:

- Objection on the basis of the development's linkages with the proposed development of the adjoining site for retail purposes and concerns associated with those proposals;
- Need to concentrate on the Cattle Market Development;
- Malton does not need less car parking, it needs to secure what it already has;
- Any loss of long term car parking will affect workers in the town;
- There are serious highway/traffic problems on all approach roads to the car park;
- The occupants on the concrete sectional building will need to be re-housed and there is no mention of a plan to provide alternative accommodation on the site;
- Serious traffic problems will be caused by any large scale development in this area;
- Potential impact on privacy and potential noise nuisance to those using the adjoining cemetery – please ensure there is adequate screening;
- Concerns about the suitability of the adjoining site for a supermarket;
- The existing range was built after the Council offered the Club the site when they established the car park at Water Lane, which is where the Club originally had an indoor range. The range at the application site was built with financial assistance from the Council and The Sports Council, using tax payer's money;
- The Council have not offered the Club any suitable alternative accommodation or identified what monetary compensation would be available for relocation.

5. APPLICANTS STATEMENT

5.1 The original submitted application was supported by a covering statement, Transport Statement, Historic Environment Desk-Based Assessment and a Habitat Survey and Protected Species Assessment prepared in support of the application for retail and office development on the adjoining land.

5.2 The revised information superseded a number of the original documentation, namely:

- Transport Statement (revised document dated 2014);
- Design and Access Statement (revised document dated February 2014);
- Habitat Survey & Protected Species Assessment – statement from Smeedon Foreman (SF1898 20140502);
- Proposed Car Park Plan (ref. 3888 PL013); and
- Landscape Layout Plan (ref. SF1898 LLO1D)

5.3 The following case in support of the proposed development was made in regard to the original submission and remain the case in connection with the revised documentation:-

- The proposed development relates to retention of long stay car parking, improving landscaping and improving pedestrian access to the proposed retail store on the adjoining site and the town centre;
- The proposal would accommodate all of the existing demand from the lower section of the car park, with considerable reserve to cope on event days;
- The existing function of the upper tier car park for vehicles relating to the livestock market will be maintained;
- Access to the car park will be maintained during the construction of the Wentworth Project on the adjoining site.

6. KEY ISSUES

6.1 The main considerations in the determination of this application are as follows:

- Highway impacts, including car parking;
- Amenity;
- Design and visual impact, including Heritage impacts.

7. OFFICER APPRAISAL

7.1 Applications are to be determined in accordance with the Development Plan unless material considerations indicate otherwise.

7.2 *Highway Impacts*

7.2.1 It is noted that a number of local residents have expressed concerns with regards to the proposed vehicular access arrangements to the application site, which will alter as a result of the proposed development of the adjoining site, and associated highway safety issues.

7.2.2 Vehicular access to the site is via the adjoining car park to the west, and this will remain the case following this development. As part of the development proposals for the adjoining car park to the west, which are currently being considered by the Council, the current vehicular accesses from Wentworth Street and Princess Road would be closed – making the access from Pasture Lane the only point of vehicular access into the site.

Highway works are proposed at the junction of Smithson Court with Pasture Lane as part of the development. These works include widening of the carriageway of the major arm (eastbound) to accommodate a right turn holding lane and an additional exit lane on Smithson Court.

- 7.2.3 It is also noted that there has also been significant public concern with regards to the likely effect on highway safety in the vicinity of the site, congestion and air quality, the availability of long stay car parking following the implementation of the proposed development at the adjoining site.
- 7.2.4 Policy SP10 (Physical infrastructure) of the Ryedale Plan – Local Plan Strategy confirms that the Council will support, inter alia, a requirement for new development schemes, where appropriate, to improve connectivity with existing footpaths, cycle routes, public rights of way and public transport facilities and ensuring an appropriate level of car parking is provided as part of any development scheme. Policy SP20 (Generic Development Management Issues) confirms that new development should ensure that access to and movement within the site by vehicles, cycles and pedestrians would not have a detrimental impact on road safety, traffic movement or the safety of pedestrians or cyclists. Policy SP20 also indicates that access into and within buildings will be expected to be of a standard that allows all to access the building unimpeded and a Travel Plan may be required to set out how the use of the building can be made more sustainable by reducing the need to travel by private car.
- 7.2.5 In principle, it is considered that a proposal which amends the internal layout of an existing car park will have no net effect in terms of travel demand, traffic growth or congestion. In connection with the adjoining development the proposed amended layout of the car parking provided within the application site does, however, have the potential to result in some improvements to pedestrian access to the town centre.
- 7.2.6 The effects of the amended vehicular access arrangements have been considered in detail by NYCC as Highways Authority in the context of both this planning application and the application for development of the adjoining site. NYCC have raised no objection to the development.
- 7.2.7 The application site currently comprises a public car park, providing 154 car parking spaces. There has been a level of public concern on the basis of loss of car parking, however following the proposed alterations to the layout of the car park there would be 170 car parking which is a net increase. These would be retained as long stay parking facilities and will continue to be managed by the Council. It is also stated that the facility for parking agricultural wagons associated with the livestock market would remain available on market days.

7.3 *Amenity*

- 7.3.1 It is noted that a local residents has expressed concerns with regards to the potential affect of the proposals on the amenities of the adjacent cemetery. The site is also bounded to the east and south by residential properties.
- 7.3.2 The existing use of the site is a public car park, and this would continue to be its use following the proposed alterations. There could be some intensification of the use as a result of the development of adjoining land, but the site is located in an area which is essentially urban in character and it is not considered that this intensification would lead to any significant impact on the amenities of the cemetery or surrounding residential properties.

7.4 *Design and Visual Impact*

- 7.4.1 Section 66 of the Planning (Listed Buildings & Conservation Areas) Act 1990 requires, in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.
- 7.4.2 The NPPF promotes high quality inclusive design and states that development should respond to its local context and be integrated into the existing urban form and built environment. It also includes specific advice in relation to development affecting heritage assets and requires local planning authorities to consider the impact of the development proposal on the significance of any element of the historic environment that may be affected, including any impact on the setting of the heritage asset in question.
- 7.4.3 Policy SP12 (Heritage) of the Local Plan Strategy confirms that distinctive elements of Ryedale's historic environment will be conserved and, where appropriate, enhanced. To assist in protecting the District's historic assets and features, the policy confirms that the Council will, inter alia, seek to ensure the sensitive expansion, growth and land use change in and around the Market Towns and villages, safeguarding elements of the historic character and value within their built up areas, including Visually Important Undeveloped Areas, as well as surrounding landscape character and setting of individual settlements. Designated historic assets and their settings, including Listed Buildings, Conservation Areas, Scheduled Monuments and Registered Parks and Gardens will be conserved and, where appropriate, enhanced.
- 7.4.4 The proposed development will not have any significant effect on the areas beyond the site, though additional landscaping will be introduced as part of the proposals – which is to be encouraged. Specifically in relation to the impact of the development on the setting of the listed cemetery wall and mausoleum, it is not considered that the development will significantly adversely affect their setting, which is already essentially urban in nature.
- 7.4.5 Indeed, the removal of the utilitarian sectional concrete building is considered to be an enhancement to the setting of the wall and mausoleum.

7.5 *Other Issues*

- 7.5.1 Those making representations have referred to concerns in relation to the proposed development of the adjoining site. Those proposals are the subject of a separate planning application which is currently being considered by the Council (application reference 11/00927/MOUT) and is included on this Committee agenda. This application should be determined on the basis of its own merits.
- 7.5.2 A representation has been received which raises concerns with respect to the issue of the need for relocation of the existing use of the concrete sectional building to the north of the site, which will be demolished as part of the development. Officers understanding is that the occupants of the building do not have any legal right to continue occupation of the building beyond the short-term licenses that have been granted by the Council.
- 7.5.3 The Ryedale Plan - Local Plan Strategy includes a provision in Policy SP16 to ensure that new development is designed in a way to reduce crime, and the fear of crime. This requirement is consistent with paragraph 69 of the National Planning Policy Framework. Accordingly, a condition is proposed dealing with this issue.

8. CONCLUSION

- 8.1 Planning permission is sought for alterations to the internal layout of an existing car park. The car parking use of the site would be retained and there would be a net increase in the number of spaces available on the site. It is not considered that the development would, in itself, result in any significant adverse effects in terms of highway safety, amenity or visual impact and as such Officers are recommending approval, subject to the conditions listed below.

9. HUMAN RIGHTS

- 9.1 It is considered that a decision made in accordance with this recommendation would not result in any breach of Convention rights.

10 RECOMMENDATION

- 9.1 That the application be APPROVED subject to the following conditions.

RECOMMENDATION: That the application be notified to the Secretary of State under the Town & Country Planning (Consultation) (England) Direction 2009 and that, consequent upon the Secretary of State deciding not to intervene and require that the planning application be referred to him, that the application be Approved subject to the following conditions.

- 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 No part of the development shall be brought into use until the approved vehicle access, parking, manoeuvring and turning areas have been constructed in accordance with the submitted drawing 3888 PL 013. Once created these areas shall be maintained clear of any obstruction and retained for their intended purpose at all times.

Reason: This condition is imposed to provide for appropriate on-site vehicle facilities in the interests of highway safety and the general amenity of the development in accordance with Policy SP20 of the Ryedale Plan - Local Plan Strategy.

- 3 A site compound, site clearance, demolition, excavation or depositing of material in connection with the construction on the site until proposals have been submitted to and approved in writing by the Local Planning Authority for the provision of:

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

- 4 No development shall take place until details of crime prevention measures have been submitted to and approved in writing by the Local Planning Authority. The details shall include a timetable for the implementation of approved measures. The development shall then proceed in accordance with the approved measures and timetable. The approved measures shall, thereafter, be retained as approved.

Reason:- In the interests of promoting healthy communities, and reducing crime and fear of crime through design, and to satisfy the requirements of paragraph 69 of the National Planning Policy Framework and Policy SP16 of the Ryedale Plan - Local Plan Strategy.

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

Drawing No. 3888 PL 03;
SF1898 LL01 Rev D

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