



PB Planning

**Land East of Whitby Road**

**Pickering**

**PLANNING STATEMENT**

**David Wilson Homes**

**October 2017**

**Strategy > Partnership > Delivery**

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## 1.0 INTRODUCTION

- 1.1 This Planning Statement accompanies an application for **full** planning permission for the following development on Land East of Whitby Road, Pickering: -

***“Development of 239 new homes, open space, landscaping and associated infrastructure”***

- 1.2 This Planning Statement has been prepared in support of the planning application and it provides details of the proposed development and an assessment of its compliance with relevant planning policy. The application is accompanied by a separate Design and Access Statement, which provides further details in respect of design and access issues relating to the proposed development.

- 1.3 The application package is accompanied by the appropriate planning application fee and comprises electronic copies of the following documents: -

- Completed planning application forms and Ownership Certificates
- Planning Layout
- House Type Drawing Package
- Planning Statement
- Design and Access Statement
- Statement of Community Involvement
- Transport Assessment
- Travel Plan
- Flood Risk Assessment & Drainage Strategy
- Ecological Appraisal
- Landscape & Visual Impact Assessment
- Arboricultural Survey
- Geo-Environmental Appraisal
- Archaeological & Heritage Assessment
- Noise Impact Assessment

- 1.4 The Planning Statement concludes that the proposed development is in accordance with relevant planning policies at national and local levels. The proposed scheme seeks to provide new high-quality family housing in a sustainable location which is appropriate for the proposed residential use. Full planning permission should therefore be granted in respect of this planning application.

## **2.0 SITE DESCRIPTION AND SURROUNDINGS**

### **THE APPLICATION SITE**

- 2.1 The site is currently located adjacent to the defined development limits of Pickering and within a designated Area of High Landscape Value. The site is approximately 8.3 hectares in size and presently consists of a grass field which is currently unmanaged. The site has an undulating topography and is located in Flood Risk Zone 1.
- 2.2 The western and southern boundaries of the site are flanked by existing residential properties. The site is bound to the north by a cemetery and open fields. The site is bound to the east by open fields.
- 2.3 The site is physically and visually contained on its western and southern sides by existing housing. A large proportion of the northern boundary of the site is physically and visually contained by the cemetery and landscaping. Views onto the site can be taken from the north-east and east of the site.
- 2.4 The wider context of the site contains a varied mix of built up areas and open countryside. Beyond the immediate setting of the site lies the main settlement area of Pickering which contains predominantly residential areas with pockets of agricultural, community and recreational uses associated with the services and facilities that the settlement provides.
- 2.5 As identified above, the site is currently located outside the defined settlement limits of Pickering and within an Area of High Landscape Value in the Ryedale Local Plan (adopted 2002). The strategic elements of the Ryedale Local Plan policies were superseded by the Ryedale Local Plan Strategy document (adopted January 2015). The site-specific policies and proposals maps of the Ryedale Local Plan are shortly due to be superseded by the Ryedale Local Plan Sites document, within which the site is identified as proposed housing land allocation Policy SD5. Policy SD5 of the emerging Ryedale Local Plan Sites document identifies an indicative yield of 250 dwellings and that the following issues and requirements need to be considered: -
  - A built form, layout and design detailing that works with the topography and contours of the site.
  - Integrated site and boundary landscaping to include landscape areas for play and fitness
  - On-site children's play space (LEAP)
  - Pedestrian and cycle only routes in and through the development to the site access
  - Well defined hierarchy of streets and spaces
  - Access from Whitby Road
  - Scale of buildings to be limited to two storeys
  - Sustainable drainage system to be integrated into design which reflects the Source Protection Zone, in regard to Surface water drainage scheme and Foul water drainage scheme
  - Capability for electric vehicle charging through the provision of a 13-amp electrical socket

- Lighting scheme to minimise glare, reduce energy usage, and protect amenity
- 2.6 The Ryedale Local Plan Sites document was approved by the Council's planning committee on the 11<sup>th</sup> October 2017 for the purposes of commencing formal public consultation on the Submission Document version of the document. The document will then be submitted to the Secretary of State for independent examination.
- 2.7 The provision of residential development at the site would not have an adverse impact on the identified local context and land uses located within proximity to the site.
- 2.8 The applicant's response to the policy criteria associated with the site's proposed allocation is provided in Section 8 of this Planning Statement.

## **SUSTAINABILITY & ACCESSIBILITY**

- 2.9 In respect of the site's sustainability, it is located within walking and cycling distance of a number of services and facilities available within the surrounding area of the site and within the settlement area of Pickering. There are good pedestrian and cycle connections within the vicinity of the site which provide access to a large number of local amenities.
- 2.10 The submitted Transport Assessment identifies that the following services and facilities are located within walking and cycling distance of the site: -
- Pickering Community Infant & Nursery School (600m)
  - Pickering Community Junior School (1.35km)
  - St. Josephs RC Primary School (1.6km)
  - Lady Lumley's School (1.8km)
  - Shops & facilities within Pickering Town Centre (600m)
  - Pickering Medical Centre (1km)
  - Employment opportunities in Pickering Centre (600m)
  - Pickering town centre is accessible within a 5-minute cycle ride where various shops and facilities can be found.
  - The Site is accessible from nearby villages of Wrelton and Thornton-Le-Dale within a 15 to 20-minute cycle ride.
- 2.11 There are a number of bus stops located within proximity of the site. There is a Pickering Town Centre service that operates along the A169 Whitby Road (located 150m northeast of the Site's proposed access). There are also additional services that can be found along Eastgate, The Ropery and Hungate in Pickering Town Centre within 700 metres of the Site. Indicative bus journey times to local destinations are summarised below: -
- Malton – 23-minute journey time;
  - Helmsley – 40-minute journey time; and
  - Scarborough – 60-minute journey time.
- 2.12 The nearest rail station to the Site is situated on Park Street, located 800 metres from the Site, and is accessible on foot, cycle and bus. From this station the historic North York Moors heritage

steam railway offers a seasonal route north to Levisham, Goathland, Grosmont and Whitby. The nearest mainline railway station can be found 8 miles south in Malton where regular connections to York, Leeds, Huddersfield, Manchester and Scarborough amongst others can be found.

## **PLANNING HISTORY**

- 2.13 In order to fully understand the development context of the site in the preparation of this planning application we have undertaken a planning history search of the application site. Our review of the Council's online database has identified that no planning applications have been submitted at the site since 1<sup>st</sup> January 2000. There is therefore no planning history of relevance to the planning application.

### **3.0 PROPOSED DEVELOPMENT**

- 3.1 This section of the statement provides a summary of the Proposed Development that forms the subject of this full planning application.
- 3.2 The proposals involve the delivery of a new residential development providing new high-quality homes to meet existing local housing needs. The development will have full regard to the quality and character of the locality, its existing neighbourhoods and their setting.

#### **DESIGN & LAYOUT**

- 3.3 The development will comprise 239 high quality new homes of an appropriate style of housing type and mix, whilst ensuring that the residential amenity of neighbouring residents of the site can be safeguarded. The proposed density of the scheme is 29 dwellings per hectare (gross).
- 3.4 The dwelling mix of the proposed development is as follows: -
- 8 x 1 Bedroom Homes;
  - 70 x 2 Bedroom Homes;
  - 98 x 3 Bedroom Homes; and
  - 63 x 4 Bedroom Homes.
- 3.5 The development will be predominantly 2 storeys high. There are twelve bungalows proposed within the site, which have been located adjacent to existing bungalows situated on the site's western and southern boundaries. There are three 2.5 storey properties located within the scheme which are located within the central areas of the site and away from existing neighbouring properties.
- 3.6 With regards to affordable housing, the submitted planning layout identifies the delivery of 83 affordable properties. The final total number of affordable properties, and their tenure, will need to be discussed with the Council over the course of the determination of the planning application. The current proposed mix of affordable properties is as follows: -
- 8 x 1 Bedroom Homes;
  - 58 x 2 Bedroom Homes; and
  - 17 x 3 Bedroom Homes.
- 3.7 Overall, the development proposals provide a housing mix that will deliver a sustainable community for first-time buyers, couples, families and over 55's. Indeed, 74% of the properties will be 1, 2 and 3-bedroom in size.

- 3.8 The Planning Layout and Design & Access statement which accompany the application establish that the proposed quantum of development detailed above can be accommodated at the site whilst ensuring that a high quality residential development can be delivered.
- 3.9 With regard to residential amenity, the proposed development has been designed to ensure that sufficient separation distances are achieved between each of the proposed homes. Furthermore, the applicant has sought to position proposed bungalows adjacent to existing bungalows located on the boundary of the site.
- 3.10 The development proposals include the provision of a significant 1.3 ha of open space which will be delivered across the site. The defining existing structural landscape features at the site include an undulating topography, a number of retained trees at the site entrance and the hedgerows which bound the development. These are substantially incorporated into the scheme and influence the organisation of uses and internal routes as follows: -
- Pocket greenspace at the entrance point to the development ensures the retention and protection of a number of existing trees within the public domain;
  - A central green corridor combines functional drainage solutions with a usable space to provide amenity for all residents utilising the undulating topography of the site;
  - Boundary planting creates a robust edge to the development; &
  - A further Pocket greenspace located at the south-east corner of the site, which also includes the provision of an underground storage tank.
- 3.11 The proposed areas of public open space will enable the provision of a more sympathetic design of development, ensuring that the scheme respects the undulating topography of the site and retains as many of the site's key arboricultural features as possible.
- 3.12 The development incorporates an enhanced landscape buffer along the northern and eastern boundaries of the site in order to mitigate the visual impact of the development proposals from sensitive landscape areas located outside of the site's boundaries.
- 3.13 It is proposed that specific details of the on-site open space will be discussed and determined following discussions with Council officers as part of the planning application process. Nevertheless, the significant level of open space being provided within the scheme will enable the development proposals to assimilate into the surrounding area in a sympathetic manner, whilst creating a great place to live.
- 3.14 With regard to the long-term maintenance of the on-site public open space, the areas of public open space and those incidental landscape areas that are not transferred to each of the proposed dwellings will be maintained in perpetuity by a Management Company.



- 3.15 The Planning Layout identifies that there is one proposed vehicular access point to the application site from Whitby Road. The submitted Transport Assessment includes details of the appropriateness of the proposed access point. Pedestrian and cycle access to the site will be provided at the site's access point also.
- 3.16 Pedestrian/cycle accessibility from the development will be enhanced and improved by the following measures: -
- Internal links and pedestrian routes;
  - Proposed footway connection to nearby bus stops;
  - Proposed crossing facility; and
  - Supplementary Travel Plan promotions and initiatives including a Travel Plan Fund
- 3.17 In order to improve the site's connectivity by non-car modes of transport, the existing footways along the A169 will be extended into the development Site to tie into the proposed site access. A new 2.0m wide footway is proposed along the southern flank of the A169 in order to provide a direct connection with the existing bus stops located 150m to the northeast of the Site access. A footway will also extend 10m to the south of the access in order to allow pedestrians to cross the A169 in the optimal location.
- 3.18 The proximity of the application site to existing bus routes and local services and facilities will ensure that the proposed development minimises the use of the private car.

#### **PLANNING OBLIGATIONS**

- 3.19 A Section 106 Agreement will be submitted to the Council in due course to provide details of the trigger points for the delivery of affordable homes on-site. The document will also include details of the transfer of the on-site public open space to a Management Company.

#### **COMMUNITY INFRASTRUCTURE LEVY**

- 3.20 Ryedale District Council's Community Infrastructure Levy (CIL) Charging Schedule came into effect on the 1<sup>st</sup> March 2016 and will apply to all developments permitted after this date. Accordingly, if approved the development proposal will be required to deliver CIL payments to the Council.
- 3.21 The CIL charge for new open market residential developments in the Pickering area is £85 per square metre of gross internal floorspace, which includes garages. The submitted development proposals will therefore deliver a CIL payment of **£1,447,999.65** towards the improvement of

local infrastructure, including local educational facilities, sustainable transport schemes, green infrastructure, community sports facilities and healthcare facilities.

## 4.0 PRINCIPLE OF DEVELOPMENT

- 4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that:

***“If regard is to be had to the development plan for the purposes 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.”***

- 4.2 The following chapters of this planning statement identify the main planning issues associated with the proposed development and considers how the proposals are in accordance with national planning guidance and the development plan.
- 4.3 As detailed within Section 2 of this statement, the site is currently located outside of the defined settlement limits of Pickering and within a designated Area of High Landscape Value. However, the site-specific policies and proposals maps of the Ryedale Local Plan are shortly due to be superseded by the Ryedale Local Plan Sites document, within which the application site is currently identified as proposed housing land allocation Policy SD5. Policy SD5 of the emerging Ryedale Local Plan Sites document identifies an indicative yield of 250 dwellings at the site.
- 4.4 The National Planning Policy Framework (NPPF) provides guidance in such circumstances.
- 4.5 Paragraph 2 of the NPPF identifies that the National Planning Policy Framework must be taken into account and is a material consideration in planning decisions.
- 4.6 Paragraph 14 of the NPPF identifies the presumption in favour of sustainable development as the golden thread that should run through decision taking. It further states that for decision taking, where the development plan is absent, silent or relevant policies are out of date, planning permission should be granted unless there are any adverse impacts that would significantly and demonstrably outweigh the benefits and where the NPPF indicates development would be restricted.
- 4.7 With regard to the Council's emerging policy guidance, and particularly the Sites Local Plan document which identifies the application site as a draft housing allocation under Policy SD5 for 250 homes, Paragraph 216 of the NPPF identifies that decision takers may give weight to relevant policies where their preparation is advanced, where there are no significant outstanding objections and where the policies are consistent with the NPPF.
- 4.8 At the time of writing this planning statement there are no significant outstanding objections from statutory consultees in respect of the Council's proposed allocation of the site.

Furthermore, the planning application will of course be assessed by all of the relevant statutory consultees as well.

- 4.9 From discussions with the Council's Planning Officers we understand that they will attach weight to the emerging policies of the Ryedale Local Plan Sites document in the determination of planning applications, in order to meet identified housing needs and to maintain a five-year supply of housing land in the District in accordance with Paragraphs 47, 49 and 50 of the NPPF. As such the Council are in a position to approve an application which meets the holistic planning policy requirements of the NPPF.
- 4.10 Consequently, in accordance with Paragraph 14 of the NPPF, planning permission should be granted for the development proposals unless there are any adverse impacts that would significantly and demonstrably outweigh the benefits and where the NPPF indicates development would be restricted.
- 4.11 On account of the above, the following sections of the planning statement assesses the development proposals against the NPPF's requirements of the presumption in favour of sustainable development. We will also demonstrate how the development proposals comply with the relevant policies of the Ryedale Local Plan Strategy document.
- 4.12 The NPPF identifies that there are three dimensions to sustainable development: economic, social and environmental. We set out in the sections below how the development proposals can be considered as sustainable development in respect of each of these roles.

## 5.0 PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT: ECONOMIC ROLE

- 5.1 The NPPF defines the economic role of sustainable development as being:

***“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”***

- 5.2 One of the NPPF's Core Planning Principles identified in Paragraph 17 is to proactively drive and support sustainable economic development to deliver the homes that the country needs. It states that every effort should be made to objectively identify and meet the housing needs of an area. Paragraph 19 of the NPPF furthers the Government's commitment to securing economic growth and states that significant weight should be placed on the need to support economic growth through the planning system.

- 5.3 The table below identifies the economic benefits that the development would deliver to the local area.

Direct Impacts	Indirect Impacts	Wider Economic Effects
Capital Expenditure of £28.9m.	72 Construction Jobs Per Annum of Build Programme.	Meeting the identified housing needs of Pickering and the wider Ryedale District area.
52 Construction Jobs Per Annum of Build Programme.	New Homes Bonus of £2.2m & £367,200 additional Council Tax receipts per annum.	Supporting mixed communities by providing a variety of house types on-site, including the delivery of affordable housing.
£38m GVA of Direct Employment over 6-year build period	New Retail and Leisure Expenditure of £5.68m each year and a first occupation retail expenditure of £1.32m.	Delivery of substantial financial contributions towards improvements to local facilities (including schools) through a <b>£1,447,999.65</b> Community Infrastructure Levy payment.

- 5.4 The development of the site will deliver an £28.9m construction investment to Pickering and the wider Ryedale District area over a 6-year build period. This level of investment will deliver a wide range of direct and indirect economic benefits to the area, stimulating employment growth during and post-construction.
- 5.5 A large proportion of the workforce for each of David Wilson Homes' sites are drawn locally. It is therefore highly likely that the majority of the proposed construction jobs will be taken up by a local workforce. Furthermore, local business will also benefit from trade linkages established through the construction of the development, meaning that a large proportion of the indirect jobs would be supported locally from suppliers of construction materials and equipment.

- 5.6 Following the construction of the development new employment opportunities will be created and existing facilities/services sustained as a result of the spending patterns of new residents within Pickering and the local area. It is estimated that the development will generate over £5.68m each year (£22k per household) of spending power to the local retail and leisure economy.
- 5.7 The development will deliver significant economic gains through the Government's New Homes Bonus incentive and annual Council Tax payments. At a time when local authorities' budgets are being reduced these areas of financial gain can provide beneficial ways in which Councils can continue to support their communities.
- 5.8 The development will also deliver a significant financial contribution to the improvement of local infrastructure, including local educational facilities, through a Community Infrastructure Levy payment of **£1,447,999.65**.
- 5.9 Overall, the development will deliver a number of economic benefits to Pickering and the wider Ryedale District area and in doing so, will meet the Government's economic objectives of sustainable development. The proposals will also comply with Ryedale Local Plan Strategy Policies SP1; SP2; & SP22.

## 6.0 PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT: SOCIAL ROLE

- 6.1 The NPPF defines the social role of sustainable development as being:

***“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”***

- 6.2 The development proposals will contribute to supporting a strong, vibrant and healthy community by providing a supply of housing that is required to meet the needs of both present and future generations.
- 6.3 Paragraph 47 of the NPPF identifies that in order to significantly boost the supply of housing, Local Planning Authorities are required to ensure that they meet in full their objectively assessed needs for housing and in doing so demonstrate annually a 5-year supply of deliverable housing sites. In accordance with the guidance presented in Paragraph 49 of the NPPF this application should be considered in the context of the presumption in favour of development. Furthermore Paragraph 50 of the NPPF identifies the need to deliver a wide choice of high quality homes, including of course the provision of affordable housing to meet identified needs.
- 6.4 The development will deliver high quality homes for local families on an emerging draft housing allocation located within the defined Local Service Centre of Pickering. The development is within walking and cycling distance of a range of leisure and community services. The development will help to sustain local services and facilities by providing new retail and leisure expenditure.
- 6.5 In respect of the provision of a good housing mix within the development, in order to meet the identified needs of the community the proposals offer the potential to provide dwellings of a mix of 1, 2, 3 and 4-bedroom homes to ensure that the housing needs of all members of the community can be met including first-time buyers, couples of all ages, families and over 55's. In total, 74% of the proposed houses will be 1, 2 & 3 bedrooms in size. Furthermore, to ensure a wide mix of housing is delivered, the development includes 12 bungalows and 8 one-bedroom properties.
- 6.6 With regards to affordable housing, the submitted planning layout identifies the delivery of 83 affordable properties. The final total number of affordable properties, and their tenure, will need to be discussed with the Council over the course of the determination of the planning application.



- 6.7 The development proposals will deliver a high quality of design that will complement the character of the settlement, creating an attractive place to live. The application seeks to deliver 239 homes at a density of 29 dwellings per hectare (gross).
- 6.8 The development will provide new public open space areas measuring 1.3 ha in size, including recreational and general amenity areas. The proposed areas of public open space will enable the provision of a more sympathetic design of development and will also ensure that the scheme respects the undulating topography of the site and retains as many of the site's key arboricultural features as possible.
- 6.9 The design of the proposals will result in a high quality local environment for residents with appropriate levels of private amenity space for new residents of the development and existing residents who neighbour the site. Standard minimum separation distances between proposed properties and existing properties have been provided. The design of the proposals has also taken into account the need to reduce opportunities for crime.
- 6.10 We consider the quantum of development proposed will deliver a high quality residential development whilst ensuring an efficient use of land. Full details in respect of the design of the development proposals are set out within the Design and Access Statement submitted as part of the planning application.
- 6.11 Overall, the development will deliver much needed new homes in a sustainable location and will meet the Government's social objectives of sustainable development as set out in Paragraphs 47, 49, 50 & 58 of the NPPF. In doing so the proposals will also comply with Ryedale Local Plan Strategy Policies SP1; SP2; SP3; SP4; SP11; SP16; SP20; & SP22.



## **7.0 PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT: ENVIRONMENTAL ROLE**

- 7.1 The NPPF defines the environmental role of sustainable development as being:

***“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.”***

- 7.2 The development site is not located within any national or regionally designated environmental protection areas. The supporting technical documents submitted with the application identify that the development will not have an adverse impact on the local environment.

### **HIGHWAYS & ACCESS**

- 7.3 Optima Highways & Transportation Consultancy Ltd have prepared a Transport Assessment and Travel Plan for the development proposals. These documents are submitted with the planning application.
- 7.4 The submitted Transport Assessment provides an appraisal of transport aspects associated with the proposed residential development. The report identifies what measures will be taken to deal with the anticipated impacts of the scheme proposals and has defined what improvements and initiatives will be implemented to improve accessibility to the Site by all modes of travel.
- 7.5 The vehicular access to the Site is proposed from a new priority 'T' junction onto the A169. This junction will accommodate all vehicular traffic movements into and out of the Site. Visibility splays at the junction fully comply with guidance set out within Manual for Streets (1 & 2) and DMRB.
- 7.6 The Transport Assessment demonstrates that the provision of a simple 'T' junction is appropriate and proportional to the scale of the development both in terms of junction capacity and safety and that the provision of a right turn lane would represent an unnecessary overprovision which could also lead to increased vehicle speeds. The report states that the principle of the access arrangements has been agreed with NYCC.
- 7.7 The report has provided a commentary on the existing Site and its conditions. It demonstrates that the Site is in a sustainable location that is easily accessible with appropriate public transport and pedestrian links. This provides future residents with opportunities to travel via alternative modes of transport and minimise trips by the private car.

- 7.8 Pedestrian/cycle accessibility will be further enhanced and improved by the following measures:
- Internal links and pedestrian routes;
  - Proposed footway connection to nearby bus stops;
  - Proposed crossing facility; and
  - Supplementary Travel Plan promotions and initiatives including a Travel Plan Fund
- 7.9 The existing footways along the A169 will be extended into the development Site to tie into the proposed infrastructure. A new 2.0m wide footway is proposed along the southern flank of the A169 in order to provide a direct connection with the existing bus stops located 150m to the northeast of the Site access. A footway will also extend 10m to the south of the access in order to allow pedestrians to cross the A169 in the optimal location.
- 7.10 Drawing 15119/GA/01 enclosed within the Transport Assessment demonstrates that pedestrian visibility splays in excess of the requirements contained within Local Transport Note 2/95 'The Design of Pedestrian Crossings' can be achieved in both directions from each crossing point. The crossing will include tactile paving to assist blind or partially sighted pedestrians and also provides a direct connection to the existing public right of way network opposite the development Site.
- 7.11 A review of the personal injury accident data has been undertaken for the study area, which has shown that there are no specific accident concerns. The following conclusions can be made: -
- Total of 16 accidents;
  - Average of 3.2 accidents per year;
  - 11 slight accidents (69%), 5 serious accidents (31%) and no fatal accidents (0%);
  - No accidents have been recorded at the proposed Site access location on the A169;
  - No significant accident trends have been identified; and
  - No significant accident clusters have been identified.
- 7.12 The report states that whilst any accident is regrettable, having reviewed the accidents in detail there is no evidence to suggest that the proposed development will exacerbate the existing situation.
- 7.13 The Transport Assessment identifies that the vehicle trip generation for the proposed residential development has been projected using the nationally recognised TRICS database. The predicted development trip generations for the dwellings have been calculated based on surveyed trip rates of a local comparable development. They are therefore considered to be representative and a comparison against TRICS confirms they are robust. Overall, these projections indicate that when the residential development is fully constructed it is expected to generate a maximum of 136 two-way vehicle trips during the AM peak (26 arrivals & 110 departures) and 144 two-way vehicle trips during the PM peak (84 arrivals & 60 departures). Just over two trips per minute in peak times.

- 7.14 A junction capacity assessment of the Site access has been undertaken using industry standard software for a design year of 2022. The capacity assessments demonstrate that the development traffic can be adequately accommodated with sufficient spare capacity even when applying robust traffic forecast predictions.
- 7.15 Assessments of the off-site junction of the A169/A170 roundabout confirm that the junction can adequately accommodate the proposed development in the design year of 2022. An assessment of the A170 Hungate/Vivis Lane/A170 Southgate/The Ropery traffic signals confirms that the proposed development will not result in a material impact.
- 7.16 From the extensive work undertaken it is concluded that there are no reasons on highways or transport grounds why the development Site should not be granted full planning permission for residential purposes.
- 7.17 The application is also supported by a Travel Plan which sets out a range of measures which seek to increase the use of sustainable modes of transport by prospective residents.
- 7.18 The travel plan identifies the following action plan: -

Reference	Measures	Objective	Guideline Timescale	Responsibility
TP1	Appoint a Travel Plan Coordinator	To oversee and manage the Travel Plan	3 months prior to first occupation	David Wilson Homes
TP2	Undertake initial travel surveys	To refine/inform the Travel Plan Targets	Within 6 months of 50% occupation	Travel Plan Coordinator
TP3	Decide Modal Split Targets	-	Within 6 weeks of initial travel surveys	Travel Plan Coordinator
TP4	Carry out travel plan monitoring	To establish residents travel patterns and monitor performance	Annually for 5 years following initial travel survey	Travel Plan Coordinator
TP5	£35,850 contribution towards Travel Plan Fund	To encourage sustainable modes of transport	As specified in S106 Agreement	David Wilson Homes
TP6	Provision of a 2.0m wide footway along the site frontage to connect to existing bus stop	To encourage pedestrian connectivity to local services and	Secured within S278 Agreement	David Wilson Homes

		public transport facilities		
TP7	Provide pedestrian crossing points along Whitby Road	To encourage pedestrian connectivity to local services and public transport facilities	Secured within S278 Agreement	David Wilson Homes
TP8	Provision of local cycle maps and public transport information within Travel Leaflets	To encourage cyclists and public transport users by raising awareness of travel options	On occupation	Travel Plan Coordinator
TP9	TPC to promote health and financial benefits of walking and cycling in Sustainable Travel Leaflet	To encourage pedestrians/cyclists	On occupation	Travel Plan Coordinator
TP10	Production of leaflets/newsletters and display of sustainable travel information in sales office	To raise awareness of travel options	As appropriate	Travel Plan Coordinator
TP11	Promote walk and cycle initiatives such as 'The Big Pedal'	To encourage school children to cycle to school	As appropriate	Travel Plan Coordinator

TP12	Promote Walkit	To encourage pedestrians	On occupation	Travel Plan Coordinator
TP13	Provide residents Travel Leaflets	To encourage Sustainable Travel	Provided within sales material	Travel Plan Coordinator
TP14	Promote car share database <a href="http://www.liftshare.com">www.liftshare.com</a>	To increase use of the car sharing database	On occupation	Travel Plan Coordinator
TP15	Provide up to date public transport information including timetables, bus stop and train station locations to residents in Travel Leaflet	Lack of information can be a barrier to using public transport.	On Occupation	Travel Plan Coordinator
TP16	Promote personalised public transport planners	Influence sustainable journey planning prior to occupation eg bus usage instead of car ownership	Prior to occupation	Travel Plan Coordinator
TP17	Provide contact details of local licensed taxi operators	Influence journey planning prior to habit being established when moving in	On occupation	Travel Plan Coordinator

7.19 David Wilson Homes will appoint a Travel Plan Co-ordinator (TPC) for the development. The TPC and the monitoring of the travel plan measures will be in place 3 months prior to first occupation and retained for a period of 5 years after which the role will be offered to the residents.

- 7.20 Prior to the commencement of the initial marketing of the residential units the Travel Plan Co-ordinator shall be appointed and acquire all relevant supporting information required and review the overall content of the document to ensure its currency and relevance. This information will be used to produce a resident's 'Travel Leaflet'.
- 7.21 The Travel Plan Co-Ordinator will also provide information to residents in respect of car sharing, school travel, home delivery services and personalised travel planning advice.
- 7.22 In order to encourage sustainable travel from all new householders the development will provide a Travel Plan Fund. It is proposed that each individual dwelling will be allocated a travel plan fund of up to a maximum allowance of £150.00 per unit in a single purchase. The budget expires 12 months from the date of moving into a dwelling.
- 7.23 A Travel Plan Fund will be provided by David Wilson Homes. The fund will cover some or all of the following:
- Discounted public transport ticketing;
  - Personalised Travel Planning;
  - Bicycle purchase/cycle equipment;
  - Provision of upgraded electric vehicle charging points; or
  - Car Club trial membership/usage.
- 7.24 The Travel Plan Coordinator will manage and deliver the Travel Plan Fund including: -
- Administer the fund (i.e. put together offer of funded measures for residents, survey residents requirements, assist purchase and monitor uptake and usage);
  - Liaise with NYCC on appropriate uses for the fund, offers and provide evidence/feedback on fund use and awareness; and
  - Report on progress of fund within annual monitoring report.
- 7.25 The submitted Travel Plan provides details of measures to be incorporated into the overall design of the development to encourage residents to use sustainable transport along with a range of initiatives to be adopted to encourage the use of sustainable modes.
- 7.26 When the information provided in the Transport Assessment and Travel Plan are considered together, the development proposals comply with the guidance identified within Paragraphs 32 and 35 of the NPPF and Policies SP10, SP16 & SP20 of the Ryedale Local Plan Strategy document.



## **DRAINAGE**

- 7.27 Egorum have prepared a Flood Risk Assessment and Drainage Strategy associated with the proposed development.
- 7.28 The document identifies that the site is located in Flood Risk Zone 1 and consequently flood risk from all sources is low, with the exception of the surface water overland flow route along the valley bottom through the centre of the site.
- 7.29 To mitigate against surface water / overland flow flood risk from extreme events, floor levels will be set typically 150mm to 300mm above immediate surrounding ground levels. Careful design of external levels will be undertaken to ensure that overland flow from extreme events, from within and outside of the site, are not channelled and directed towards proposed development and buildings.
- 7.30 The proposed master plan layout takes into account the surface water overland flow route through the site by aligning landscaped areas with the route. Careful design of external levels within the proposed development will be undertaken to ensure that development run-off from extreme events is not directed towards the overland flow route, so that there is no increase in flood risk.
- 7.31 Surface water run-off from the proposed development will be restricted to 5l/s and discharged to the public surface water sewer system south of the site. Surface water storage will be provided on site such that there is no external flooding for the 1 in 30-year and no building flooding and all flows are retained on site for up to the 1 in 100-year plus climate change design storm.
- 7.32 Yorkshire Water has confirmed that foul flows can discharge to the public foul sewer in Green Howards Road. Connection to the public foul sewer in Green Howards Road will require an off-site requisition sewer, however it will avoid the need for a foul pumping station.
- 7.33 The submitted report provides evidence that the proposed development of the site complies with Paragraph 101 of the NPPF and Policy SP17 of the Ryedale Local Plan Strategy document.

## **HERITAGE**

- 7.34 MAP Archaeological Practice were commissioned to undertake an archaeology and heritage assessment of the application site and the potential impact of the development proposals.

- 7.35 The report identifies that the site currently consists of a pasture field surrounded by mature hedgerows and trees.
- 7.36 The report confirms that there are no Designated Heritage Assets located within the Site. However, there are eighty-five Designated Heritage Assets within 500 metres of the Site (including the Pickering Conservation Area, a Scheduled Monument, a Grade I Listed Building and eighty-two Grade II Listed Buildings). The south-western corner of the Site is located 40m east of the Pickering Conservation Area. However, the report concludes that the identified Designated Heritage Assets are screened by vegetation, embankments, roads and existing development. The Impact of the Proposed Development on the setting and significance of the Designated Heritage Assets is therefore assessed as Neutral. The upper part of the spire of Pickering Church is visible from Whitby Road (Pl. 2), but not from within the Site itself.
- 7.37 With regards to non-designated Heritage Assets, the report states as follows: -
- There are two Non-Designated Heritage Assets dating to the Prehistoric period noted within 500m of the Site, including a Neolithic Stone Axe found in Pickering and a Bronze Age Cup and Ring marked stone.
  - There are no Non-Designated Heritage Assets dating to the Roman Period within 500 metres of the Proposed Development Area.
  - Within 500m of the Site, there are no Non-Designated Heritage Assets dating to the Anglo-Scandinavian Period.
  - There is a Non-Designated Heritage Asset dating from the Medieval period within 500m the Site, which were fragments of a cross (HER Ref. 3362).
  - There are two Non-Designated Heritage Assets noted within the Site dating to the Modern period; both entries for the Historic Landscape Characterisation (HER Ref. HNY21478 & HNY21479). This stated the Site was part of planned enclosure in the eighteenth century subdividing of the Medieval Strip fields and the farm buildings are noted as part of Modern expansion of Pickering Town.
  - There are two Non-Designated Heritage Assets within 500m of the Site dating to the Modern period, including a World War II Army Camp and a twentieth century well and cellar on Burgate.
- 7.38 The report confirms that the buildings located within the Site are all modern agricultural units with no cultural heritage value.
- 7.39 The potential for archaeological deposits within the proposed development area is assessed as low.
- 7.40 There are no World Heritage Sites, Scheduled Monuments, Conservation Areas, Registered Battlefields, Registered Parks and Gardens or Listed Buildings within the Site.

- 7.41 The results of the Heritage Assessment have shown that there are no nationally important archaeological remains located on the site to prevent development. However, the report recommends a Programme of Archaeological Evaluations by Geophysical Survey and Trial Trenching be undertaken to assess the nature, date, survival and extent archaeological deposits and to provide a suitable mitigation strategy.
- 7.42 The assessment concludes that with appropriate mitigation, there are no Cultural Heritage Reasons to prevent development. The submitted report provides evidence that the proposed development of the site complies with Paragraphs 128, 131 & 132 of the NPPF and Policy SP12 of the Ryedale Local Plan Strategy document.

## LANDSCAPE

- 7.43 A Landscape & Visual Impact Assessment (LVIA) has been prepared by Smeeden Foreman and submitted with the planning application.
- 7.44 With regards to landscape character, the LVIA identifies that the magnitude of change to landscape character is considered to be **negligible** in that there would be no obvious loss of, or alteration to, one or more key landscape elements/features/characteristics of the landscape character and that introduction of new elements may not be uncharacteristic when set within the attributes of the receiving landscape. The proposed development would increase the extent of existing residential built form and reduce the amount of farmland, however other elements contributing to the local landscape character as contained within the North Yorkshire and York Landscape Characterisation Project, the Landscape of Northern Ryedale and the Special Qualities Study of Ryedale's Market Towns, will remain unaffected. The overall anticipated impact upon landscape character is **minor adverse to neutral** in that the proposed development would result in effects that are at slight variance with the landscape character but could compliment the scale, landform and pattern of the landscape and would maintain existing wider landscape quality.
- 7.45 With respect to Landscape Fabric, the LVIA identifies that the existing fabric of the site is of **medium** condition. The loss of agricultural land and replacement with urban form and associated infrastructure will comprise an impact upon the fabric of the site through the replacement of fields and an increase in the amount of managed landscape, however opportunities exist to establish new Green Infrastructure and incorporate new hedgerows and tree planting which could assist in mitigating the loss of farmland and may increase habitat diversity within core areas of the site and along its boundaries.
- 7.46 In terms of Visual Amenity, the LVIA identifies the following conclusions: -



- Moderate or major adverse impacts would be anticipated for receptors who are located immediately adjacent to the site.
- Beyond properties that adjoin the site, there is very limited visibility afforded towards the site. Where visibility is afforded, new development is not considered to result in an obvious change to the view. Significant screening of potential views from the east is provided by a belt of coniferous woodland.
- Despite the slightly elevated position of the site above other areas of Pickering and the wider landscape of the Vale of Pickering, the site and development occurring within it is well screened in all directions.
- Visibility from the more distant locations would not be affected due to the juxtaposition of the site with the existing settlement extent of Pickering and through a high degree of intervention from other landscape elements within views.
- Although the site is located in proximity to the North York Moors National Park boundary, the disconnection which exists between the site and the wider landscape prohibits visual impact arising from areas within the park.

7.47 With the exception of views from receptors in very close proximity to the site, the proposed development would have limited impact upon the wider visual amenity of the area. The site is surrounded by existing houses that screen and filter views of the site and which in many cases restricts views from the wider area. The site is seen within the context of the existing residential areas to the north-eastern edge of Pickering and Smeeden Foreman do not consider that the development of the site would result in harm to local or wider character, or impact upon landscape designations or visual amenity which would be of sufficient detriment to preclude its development.

7.48 The LVIA concludes by identifying that the site presents itself as a suitable location within which development could occur with very localised impacts upon landscape and visual amenity. The provision of additional landscape planting on the site's northern and western boundary will further mitigate the visual impact of the development proposals.

7.49 The submitted report provides evidence that the proposed development of the site complies with Paragraph 109 of the NPPF and Policies SP13 and SP20 of the Ryedale Local Plan Strategy document.

## **ARBORICULTURE**

7.50 An Arboricultural Survey has been prepared by Iain Tavendale and submitted with the planning application.

7.51 Utilising the findings of the assessment, David Wilson Homes have sought to retain as many of the site's existing arboricultural features as possible. Particularly in respect of the existing

hedgerows and trees located along the site's boundaries. Some of the existing trees located at the proposed access point for the development are proposed to be removed. Within the site there are only three existing trees that are planned for removal. However, a Landscape Plan will be submitted alongside the planning application to identify where new tree planting can take place to mitigate the loss of the identified trees and hedgerows through the site.

- 7.52 The results of the survey have been utilised in the formulation of the development proposals. As alluded to above, this has resulted in the retention of a vast majority of the site's arboricultural features.
- 7.53 In conclusion, the development has the potential to proceed without having an adverse impact on the large majority of existing trees of identified value located within or adjacent to the application site in accordance with Paragraph 118 of the NPPF and Policy SP14 of the Ryedale Local Plan Strategy document.

## **ECOLOGY**

- 7.54 An Ecology Report, has been prepared by Smeeden Foreman and submitted alongside the planning application.
- 7.55 The key conclusions of the assessment are identified below: -
- There are three SSSI's within 2km of the site and the proposals site is within a SSSI Impact Risk Zone (IRZ) relating to these sites. The relevant Natural England GIS dataset indicates that the LPA should consult Natural England on likely risks from any residential development of 100 units or more. It is not anticipated that the proposals will adversely impact upon these statutory sites; however, a SSSI Impact Risk Assessment may be required to support the planning application.
  - No adverse impact upon non-statutory sites is anticipated as a result of the proposed development.
  - Following a detailed botanical survey carried out in June 2016, the grassland habitat dominant within the site was considered to represent the NVC type MG6b *Lolium perenne* – *Cynosurus cristatus* grassland, *Anthoxanthum odoratum* sub-community. Although this habitat is of limited conservation value, it is still likely to be utilised by invertebrate species, and be of value to foraging bats. It is therefore recommended that consideration be given to the use of wildflower seeding, within proposed areas of green space of the development and in association with any retained and new hedgerow planting.
  - The hedgerows which dissect and border the site are considered to be of limited conservation value being species-poor or with large gaps; however, they are likely to be of value to a number of bird species, who will utilise these features as foraging and nesting habitats and foraging and commuting bats. It is recommended that these features are retained, where possible and gapped-up using appropriate native shrubs. New hedgerows are also recommended to be planted at the boundaries currently marked by fencing.
  - The proposed masterplan shows two areas marked for Sustainable Urban Drainage Systems (SUDS). Consideration should be given to planting these areas with appropriate native species.

- Great crested newt – A single great crested newt was detected within one pond located over 250m from the proposals site. It is considered unlikely that great crested newts will be impacted upon by the proposed development but precautionary measures are recommended to be followed during works which would be detailed within a method statement approved by the LPA.
- Bats – Bat droppings were detected within Highfield House during the internal inspection. As no bats were recorded emerging or re-entering the building during activity surveys, it is considered that the property supports a day/night roost or feeding perch for a small number of bats, likely to be common pipistrelle. An EPSM licence will be required should this building be subject to any renovation or demolition works as part of the proposed development. Recommendations for foraging and commuting bats include the retention of existing hedgerows and supplementation of these with appropriate native shrubs, as well as the planting of new hedgerows at boundaries currently marked by fencing. Sympathetic lighting is recommended to ensure the site remains attractive to bats.
- Birds – Vegetation clearance will take place outwith the breeding bird period (March – August inclusive) unless checks by an appropriately qualified ecologist find active nests to be absent immediately prior to clearance works commencing. Recommendations for the retention and supplementation of the existing hedges, planting of new hedgerows and installation of nest boxes onto retained trees/proposed buildings would aim to enhance the site for nesting and foraging birds.
- Badger – Precautionary working methods should be adopted to avoid accidental harm or injury to this species during construction works.

7.56 Each of the above recommendations have been considered within the development proposals and can be conditioned to any approval where appropriate. Accordingly, in respect of ecological matters, the proposed development has the potential to comply with Paragraph 118 of the NPPF and Policy SP14 of the Ryedale Local Plan Strategy document.

## **GROUND INVESTIGATION**

7.57 A Geo-Environmental Appraisal has been prepared by Lithos and submitted alongside the planning application. A summary of salient geoenvironmental issues is provided in the Table below: -

Issue	Remarks
Made ground	A veneer of cohesive made ground (maximum 0.5m thick) was encountered in the north-west within the vicinity of the farm buildings. Material generally comprised clay with some gravel/cobble of brick, concrete and sandstone.
Natural ground	The majority of the site is underlain by topsoil to 300mm depth with Granular Residual soil (medium dense clayey gravel) below and limestone bedrock at between 1.1m and 2.3m depth. Cohesive Residual soils (firm to stiff gravelly clay) was also encountered in 9 of the 28 trial pits, predominantly in the south-west.
Contamination	No significant contamination has been encountered; topsoil is considered suitable for re-use.
Mining & quarrying	There are no quarries on, or within 50m of the site. The site lies beyond the Coal Authorities defined coalfields.
Hazardous gas	The site lies in an area where between 5-10% of properties are above the action level; basic radon protection measures are required.
Preparatory works	Demolition of existing buildings, general site clearance, topsoil strip & stockpile.
Foundations	All plots will be founded on traditional strip/trench fill footings at minimum depths of 600mm (Granular Residual soils) and 900mm (Cohesive Residual Soils); overdeepened where necessary due to the influence of nearby trees (around 15% of the total site area), mainly within the south-west.
Groundwater & excavations	Excavations greater than around 2.0m depth (locally 1.1m) are likely to provide difficult due to the presence of shallow bedrock. Groundwater is likely to be encountered in the bedrock in excavations of >1m depth, especially within the east.
Flooding & drainage	The site lies within Flood Zone 1. Further testing is required to ascertain the feasibility of soakaways as a drainage solution.
Highways	Natural soils should yield CBR values in excess of 3%, this should be verified prior to road construction.

7.58 The report identifies that the site lies within Source Protection Zone 1. The EA may require details of mitigation measures to reduce pollution risks during the construction phase. Double lining of foul sewers should be anticipated. Design of drainage and foundations will be required to take groundwater into consideration during the discharge of planning conditions stage. In addition to this a CEMP report will be required to satisfy planning that the development is suitably managed during the construction phase. Furthermore, the submitted Flood Risk Assessment and Drainage Strategy identifies that Yorkshire Water has confirmed that special construction measures for drainage and storage structures within the site will be required in accordance with the Yorkshire Water publication, 'Guideline for developers to Yorkshire Water requirements for new sewerage infrastructure in Groundwater Source Protection Zones'.

7.59 The submitted document identifies that there are no geo-environmental matters that would preclude the development of the site. Accordingly, the proposed development complies with Paragraph 121 of the NPPF and Policy SP20 of the Ryedale Local Plan Strategy document.

## NOISE

7.60 Environmental Noise Solutions Limited (ENS) has been commissioned by David Wilson Homes to undertake a noise impact assessment for a proposed residential development on land to the east of the A169 Whitby Road in Pickering. The objectives of the noise impact assessment were to: -

- Determine the ambient noise climate at the application site
- Assess the potential impact of the ambient noise climate on the proposed residential



- development with reference to pertinent guidelines
- Provide recommendations for a scheme of sound attenuation works, as necessary

- 7.61 The report identifies that the ambient noise climate at the application site due to the A169 Whitby Road is at a relatively low level.
- 7.62 Based on external and internal noise measurements undertaken by ENS at other sites, it is considered that a standard double-glazed window with standard trickle vents in a building façade will provide of the order of 27 dB(A) sound insulation (from external to internal) to road traffic noise. Good resting and sleep conditions will be achieved at the application site, even with partially open windows.
- 7.63 The report also concludes that no mitigation is considered necessary to protect garden amenity.
- 7.64 The submitted document identifies that there are no noise impact issues that would preclude the development of the site. Accordingly, the proposed development complies with Paragraph 123 of the NPPF and Policy SP20 of the Ryedale Local Plan Strategy document.

## **SUMMARY**

- 7.65 On account of the information presented in sections 5, 6 and 7 of this statement, it is considered that the development proposals comply with the guidance presented in the NPPF, the Ryedale Local Plan Strategy Document and the emerging Ryedale Local Plan Sites Document. As a consequence, the development proposals can be considered Sustainable Development as defined by the NPPF and accordingly there is a presumption in favour of granting planning permission for this development without delay.

## 8.0 CONCLUSION

- 8.1 This application seeks full planning permission for the delivery of 239 new homes, open space and associated infrastructure at Land to the East of Whitby Road, Pickering.
- 8.2 This Planning Statement has reviewed relevant planning policy at the national and local levels. It demonstrates considerable support for the proposed development of the application site.
- 8.3 In direct response to the application site's draft allocation within Policy SD5 of the emerging Ryedale Local Plan Sites Document, the submitted application documents demonstrate that:
- The proposals will deliver a built form, layout and design detailing that works with the topography and contours of the site by virtue of the design and location of the site's proposed areas of public open space;
  - Site and boundary landscaping has been integrated into the proposals to include landscape areas for play and fitness. Including new additional boundary landscape planting along the site's northern and eastern boundaries;
  - The development will deliver on-site children's play space (a LEAP);
  - The development will deliver safe and permeable pedestrian and cycle routes in and through the development to the site access;
  - The scheme has been designed to deliver well defined hierarchy of streets and spaces;
  - Vehicular access will be taken from Whitby Road;
  - The scale of buildings is limited to two storeys, with only three 2.5 storey "room in the roof" style dwellings being provided within the development;
  - The development will deliver sustainable drainage systems which are integrated into the design with regards to Surface water drainage and Foul water drainage, as well as the provision of appropriate mitigation for the Groundwater Source Protection Zone;
  - The capability for electric vehicle charging through the provision of a 13-amp electrical socket will be discussed with the Council; and
  - A lighting scheme to minimise glare, reduce energy usage, and protect amenity will be submitted to discharge any future appropriately worded condition.
- 8.4 The key benefits of the proposed development are:
- The application proposals represent a deliverable housing development, located within a sustainable location, which can contribute to local housing objectives in respect of housing needs and demand.
  - The new housing development can provide a number of substantial economic and social benefits to Pickering and the wider Ryedale District.
  - The release of the application site for the development of 239 new homes would provide a significant contribution to meeting the District's housing needs and 5-year housing land supply requirements. Including the provision of a substantial amount of new affordable homes on site.
  - The proposed development will achieve a high standard of design that protects and enhances the local area's setting and character.

- The submitted Planning Layout, Design & Access Statement and Landscape Masterplan identify that the proposed quantum of development can be accommodated on the site whilst providing a high-quality development. This includes the provision of significant new open space on-site.
- The application site is situated in a sustainable location, within walking and cycling distance from public transport modes and the number of services and facilities available within Pickering.
- The application proposals provide the potential to include a mix and type of housing to meet local housing needs including bungalows and one-bedroom properties.
- The Ground; Noise, Ecology; Tree; Highways, Landscape, Heritage and Flood Risk reports that have been submitted with this planning application identify that there are no technical issues that would constrain the development of the site.
- The development proposals meet the NPPF definition of Sustainable Development and there is therefore a presumption in favour of granting planning permission for this development without delay.

8.5 Based on the evidence set out in this Planning Statement and the accompanying documents it is considered that the application proposals will create a sustainable, high quality and accessible development which will provide significant benefits to Pickering.

8.6 The proposals comply with the identified national and local planning policy guidance and full planning permission should therefore be granted in respect of this planning application without delay.