

Item Number: 7
Application No: 20/00660/FUL
Parish: Sheriff Hutton Parish Council
Appn. Type: Full Application
Applicant: Mr & Mrs A Woodhouse (Sheriff Hutton Holdings)
Proposal: Formation of new field access off north side of Cornborough Road
Location: Land At OS Field 257 Cornborough Road Sheriff Hutton North Yorkshire

Registration Date: 16 July 2020
8/13 Wk Expiry Date: 10 September 2020
Overall Expiry Date: 18 August 2020
Case Officer: Ellie Thompson **Ext:** 43326

CONSULTATIONS:

Sheriff Hutton Parish Council Object
Highways North Yorkshire Recommend conditions

Neighbour responses: Mr Christopher Taylor,

Site:

The site is located at OS field 257, to the north of Cornborough Road, approximately 1 mile to the west of Sheriff Hutton. It is located adjacent to Cornborough Road, within an area of woodland shelter belt which is situated along the southern boundary of a large agricultural field. The application site is approximately 132 square metres in size.

Planning History:

There is no relevant planning history for this application.

Proposal:

This application seeks permission to form a new field access off the northern side of Cornborough Road. The proposed access will dissect the woodland shelter belt and a section of native boundary hedge. It is proposed as a new entry point to assist the management of the woodland with minimal disruption to the woodland and the use of the agricultural land beyond. It will also provide an additional access to the field.

The access is proposed to be approximately 5.5 metres in width, broadening out to approximately 9 metres wide as it joins the highway. A set of standard, galvanised steel double gates, connecting to a post and rail fence, are proposed to be installed approximately 11 metres back from the highway. The surface material of the access track is proposed to be made up of crushed stone.

Policies:

Under Section 38(6) of the Planning and Compulsory Purchase Act 2004 planning authorities are required to determine each planning application in accordance with the planning policies that comprise the Development Plan unless material considerations indicate otherwise. The relevant Development Plan policies for the determination of this application are:

The Ryedale Plan - Local Plan Strategy (2013)
Local Plan Strategy -Policy SP9 The Land-Based and Rural Economy
Local Plan Strategy - Policy SP13 Landscapes

Local Plan Strategy- Policy SP15 Green Infrastructure Networks
Local Plan Strategy - Policy SP16 Design
Local Plan Strategy - Policy SP20 Generic Development Management Issues
Material Considerations
National Planning Policy Framework
National Planning Practice Guidance

Representations:

A brief summary of the position of statutory and non-statutory consultees is included on the front sheet of the report. Two objections to the proposal have been received, one from a neighbour and the other from the Parish Council. All consultation responses are available for Members to view in full on the public access webpage. A summary of the issues raised in the objections received is outlined below and the issues raised are addressed in the relevant appraisal sections of the report

Comments on proposal:

Neighbour objection

- The development is an unnecessary and unjustified intrusion into the countryside, as there are two other access points into the larger area of the site.
- Removal of Trees: needless destruction of existing mature hedgerow and removal of established from the copse
- Highway Safety: The proposed siting has limited visibility in both directions. Concerns regarding the safety of larger, slower vehicles pulling off the road in this location as traffic has increased on the road and concerns over the visibility of the proposed access in both directions along Cornborough road.
- Further Development: concern that it might set a precedent for a change of use of the land, or encouragement for further development in the open countryside under paragraph 79 of the NPPF.

Sheriff Hutton Parish Council:

- Highways Safety: the visibility splay is not considered to be sufficient for a 60mph road, which features blind bends.
- Removal of Trees

The Local Highway Authority has been consulted, and has raised no objections to the proposed scheme. They have recommended conditions to be attached to any permission given.

Appraisal:

The main issues with this application are considered below.

Principle of the development

Objections to the proposal have questioned the need for an additional access to the site and the field beyond. Currently there is an access to the field which is positioned to the west of the proposed access off Cornborough Road. There is also an access to the wider field from the road to the east of the site between Cornborough Hall and Cornborough Grange . The proposed access is designed to assist the management of the woodland copse which forms the southern and eastern margins of the wider field. The use of either of the other accesses would result in disturbance to the agricultural use of the adjacent field or further incursion into the woodland. Field accesses are not uncommon in a rural environment and can be required for a number of land management purposes. Notwithstanding this, Members are reminded that all applications must be assessed on their own individual merits.

The proposal is considered to be consistent with Policy SP9 of the Local Plan Strategy.

Highway Safety

Concerns have been raised relating to highway safety by both the Parish Council and the occupants of a neighbouring property. The concerns relate to the visibility splay of the proposed access, onto a 60mph road, and the presence of larger, slower vehicles using the access.

The new access is proposed to be situated in the centre of a stretch of road which curves slightly, with sharper bends at either end. In comparison to the majority of Cornborough Road, this section of the highway which runs parallel to the woodland within the site is relatively straight. The applicant has provided a visibility splay plan, which demonstrates that the proposed access will have better visibility than the closest, exiting access to the east, which serves the nearby Cornborough Hall. The visibility splay plan demonstrates that the new access will have a maximum westbound visibility of the full carriageway of approximately 72 metres, and an eastbound visibility of approximately 90 metres.

The new access is proposed to be approximately 9 metres in width as it joins Cornborough Road. The gates are set approximately 11 metres back from the highway. This will ensure that larger agricultural and maintenance vehicles will be able to pull off the main highway and be accommodated safely, while the gates are opened and closed. It is considered that this will allow larger vehicles to safely manoeuvre in and out of the proposed access track.

The expected level of use, as a field access will be relatively low. In addition, it should be noted that this is a rural location with a number of field and farm access tracks which the travelling public will be aware of when using the road. It is not unreasonable to take the view that drivers will drive to suit the road conditions and its wider use by agricultural vehicles.

NYCC Highways have raised no objections to the proposed development and recommend conditions. On this basis, it is considered that the access track as proposed is acceptable in terms of highway safety. It complies with the requirements of the Local Highway Authority and complies with the requirements of Policy SP20 (Generic Development Management Issues) of the Ryedale Local Plan.

Landscape Impact and Loss of Trees

The new access is proposed to be located at the narrowest part of the woodland and would result in the removal of approximately 8 trees of various species and approximately 5.5 metres of boundary hedge. The applicant planted the woodland approximately 20 years ago, and has since maintained and cultivated the area. The applicant has until now carried the necessary tools to maintain the woodland from the closest access to the west (approximately 150 metres along Cornborough Road); however the woodland now requires larger machinery and professional maintenance in order to ensure healthy growth. The applicant also maintains and manages the native boundary hedge.

The Tree and Landscape Officer has been consulted on the application, and has raised no objections to the scheme, stating that:

“The woodland is relatively young and it necessary to manage woodland in order for it to develop and mature in a healthy way. The woodland appears to be relatively densely planted and the removal of such a small quantity of trees is not likely to have a significant impact on the health or amenity of the woodland. The trees either side of the proposed access will develop and the canopy will close over in time, softening any initial visual impact. In light of the above, I can confirm that I have no objections.” On this basis, it is considered that resulting loss of trees would not have a significant detrimental impact on the wider landscape and would assist the continuing healthy growth of the maturing woodland. The boundary hedgerow is well maintained and the creation of the access would result in a relatively minor incursion into the length of hedge. However, the proximity of the copse as a backdrop to the hedge means that this would not result in a significant visual impact or fragmentation of a green infrastructure corridor.

As a result it is considered that the proposed works comply with Policies SP13 (Landscapes) and SP15 (Green Infrastructure Networks) of the Local Plan Strategy.

Design

The new field access is proposed to be laid with crushed stone, with a post and rail fence on either side of the track, and a set of steel doubles gates.

It is considered that these materials are simple and functional in style, and are appropriate for the rural location of the site.

On this basis the proposals are considered to comply with Policy SP16 (Design) of the Local Plan Strategy.

Wider Issues

Concern has been raised that the proposed access will set a precedent for or support the future change of use or development of the wider adjacent site including under paragraph 79 of the NPPF. It should be noted that this could be said of any new proposed access into a field. Members are reminded that the application must be determined on its own merits and cannot be determined on the basis of speculation relating to development which does not form part of the application.

Conclusion

It is considered that the proposed new access will support rural land management. It is appropriate in terms of design, and will not result in a detrimental impact on highways safety or the wider landscape. As a result it is considered to comply with the relevant policies of the Ryedale Local Plan – Local Plan Strategy and the NPPF. On this basis approval is recommended.

RECOMMENDATION: Approval

1 The development hereby permitted shall be begun on or before .

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

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

Site Location Plan, ref. 1372_EX10_03_-, (received by the Local Authority on the 24/07/2020).

Proposed Site Layout Plan, drwg. no. 1372_AR50_01_A (received by the Local Authority on 24/07/2020).

Reason: For the avoidance of doubt and in the interests of proper planning in accordance with Policies SP16 and SP20 of the Ryedale Plan - Local Plan Strategy.

3 The development must not be brought into use until the access to the site at Land at OS Field 257, Cornborough Road, Sheriff Hutton has been set out and constructed in accordance with the 'Specification for Housing and Industrial Estate Roads and Private Street Works" published by the Local Highway Authority and the following requirements:

The crossing of the highway verge and/or footway must be constructed in accordance with the approved details and/or Standard Detail number DC/E9a and the following requirements.

- Any gates or barriers must be erected a minimum distance of 5 metres back from the carriageway of the existing highway and must not be able to swing over the existing or proposed highway.
- That part of the access extending 10 metres into the site from the carriageway of the existing highway must be at a gradient not exceeding 1:40.
- Provision to prevent surface water from the site discharging onto the existing or proposed highway must be constructed in accordance with details which shall be submitted and agreed in advance of the commencement of the development and maintained thereafter to prevent such discharges.
- The final surfacing of any private access within 10 metres of the public highway must not contain any loose material that is capable of being drawn on to the existing

- or proposed public highway.
Measures to enable vehicles to enter and leave the site in a forward gear.

All works must accord with the approved details.

Reason: To ensure a satisfactory means of access to the site from the public highway in the interests of highway safety and the convenience of all highway users, and to comply with Policy SP20 (Generic Development Management Issues) of the Ryedale Local Plan.

INFORMATIVE(S)

- 1 Notwithstanding any valid planning permission for works to amend the existing highway, you are advised that a separate licence will be required from North Yorkshire County Council as the Local Highway Authority in order to allow any works in the existing public highway to be carried out. The 'Specification for Housing and Industrial Estate Roads and Private Street Works' published by North Yorkshire County Council as the Local Highway Authority, is available to download from the County Council's web site:
https://www.northyorks.gov.uk/sites/default/files/fileroot/Transport%20and%20streets/Roads%2C%20highways%20and%20pavements/Specification_for_housing___ind_est_roads___street_works_2nd_edition.pdf .
The Local Highway Authority will also be pleased to provide the detailed constructional specifications referred to in this condition.