

**NORTH YORKSHIRE COUNTY COUNCIL
BUSINESS and ENVIRONMENTAL SERVICES**



**LOCAL HIGHWAY AUTHORITY
CONSIDERATIONS and RECOMMENDATION**

Application No: 20/00695/FUL

Proposed Development: Change of use and alteration of farm buildings to form a mixed use events and venue barn (wedding ceremonies and reception and small conferences etc..) with associated facilities, landscaping and parking

Location: Sproxton Hall Farm Main Street Sproxton Helmsley YO62 5EQ

Applicant: A Wainwright and Son

CH Ref: **Case Officer:** Stephen Boyne

Area Ref: 3/127/71 **Tel:** 01609 780 780

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To: Ryedale District Council
Ryedale House
Old Malton Road
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YO17 9HH **Date:** 29 April 2021

FAO: Alan Goforth / Gary Housden **Copies to:** Co. Cllr. Val Arnold

Further response to the Technical Note submitted by Saunderson Associates on behalf of the applicant dated 14 April 2021:

I note the content of the Technical Note as referred to above in connection with this planning application.

It is stated that the size and number of passing places proposed along the current single vehicle width private track are provided in relation to the agricultural activity using the lane being able to benefit from inter-visibility and to pass other vehicles, including those also attending the site, and that agricultural vehicles at Sproxton Hall Farm that happen to use the lane and Village Street are to be suspended for a limited time period in connection with a wedding / event taking place. No details have been offered as to how this suspension can be enacted in terms of being secured by way of planning condition or obligation, or how it can be satisfactorily monitored in practice.

Continued

Signed:

Stephen Boyne

For Corporate Director for Business and Environmental Services

Issued by:

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Continuation sheet:

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However, this does not preclude other traffic not connected with the sites' activity using the lane and Village Street, and the likelihood of such traffic being encountered by other traffic has to be considered. The traffic overall generation from the proposed development is considered to have a significant impact along the Village Street, and from the submitted Transport Statement there are periods, particularly on a Saturday, whereby the proposed traffic levels could be intensive, and also likely to coincide with peak traffic flows within the village in general.

Notwithstanding that mitigation measures in the form of 2 passing places along the Village Street and 1 at the extremity of the public highway limit are proposed (in addition to the passing place further along the private lane), it is considered that the lack of inter-visibility between 2 of these passing places, coupled with the level of traffic activity as mentioned above, will likely lead to delays and traffic having to reverse in order to pass other vehicles due to the narrow and curving section of Village Street at the eastern end. This may also result in other following vehicles, or other road users, being caught up in this situation, leading to a loss in free flow of traffic, possibly manoeuvring onto verges and using private driveway entrances and, overall, resulting in conditions likely to be prejudicial to highway safety and having a loss in amenity value.

In conclusion, the proposed development is likely to result in a significant increase in vehicular activity along the Village Street, along most of which the carriageway is narrower than 4.8 to 5.5 metres width (4.8 metres width being considered adequate to reasonably pass cars and smaller vans in relative free flow and 5.5 metres the minimum to pass larger vehicles, as identified in the submitted Transport Statement), and along a particular section less than 4.1 metres width (single vehicle width). The proposed mitigation of passing places at the locations identified in the supporting and supplemental documents do not, in respect of Village Street (public highway), adequately offer inter-visibility such that existing and proposed overall traffic activity can reasonably be expected to be accommodated to a safe and satisfactory level. Consequently, the development is considered likely to create conditions prejudicial to highway safety and loss of amenity value.

It is recommended that the application be refused for the following reason :

1. R1 ROADS LEADING TO THE SITE

The Planning Authority considers that the roads leading to the site are by reason of their poor alignments/ poor junctions / insufficient widths / poor condition / unsuitable gradients and lack of footways/lighting/turning area considered unsuitable for the traffic which would be likely to be generated by this proposal.