

Item Number: 7
Application No: 21/00981/MFUL
Parish: Malton Town Council
Appn. Type: Full Application Major
Applicant: Mrs Miranda Bell
Proposal: Erection of a showroom, office and workshop building with associated car parking, service yard, external lighting, electricity substation and landscaping for an agricultural business use
Location: Land Off Edenhouse Avenue Old Malton Malton North Yorkshire
Registration Date: 2 July 2021
8/13 Wk Expiry Date: 1 October 2021
Overall Expiry Date: 30 September 2021
Case Officer: Niamh Bonner **Ext:** 43325

CONSULTATIONS:

Northern Gas Networks	Withdraw objection
Designing Out Crime Officer (DOCO)	No concerns
Yorkshire Water Land Use Planning	Recommend conditions
Highways North Yorkshire	Recommends conditions
Highways England	No objection
Environmental Health	No response
Sustainable Places Team (Environment-Agency Yorkshire Area)	No objection but comments
Malton Town Council	No objection, comments
Vale Of Pickering Internal Drainage Boards	No objection
Flood Risk	Awaiting Comments
Health And Safety Executive	Online consultation - Advice: HSL-210716113032-136 Does Not Cross Any Consultation Zones

Representations:

SITE:

The application site is an area of undeveloped land located to the north of Edenhouse Avenue, which is part of the location of the wider Eden Business Park development area, located to the west of the A169.

Outline approval for B1 (Business) B2 (General Industrial) and B8 (Storage and Distribution) uses was granted in this location as part of approval 14/00426/MOUTE.

The site also falls within the Malton Food Enterprise Zone (FEZ) which is the subject of a Local Development Order adopted by Ryedale District Council in February 2017. The Order identifies certain forms of development that can take place without needing detailed planning permission, together with a detailed design guide to create a cohesive approach to development in this location.

The application site is broadly rectangular in form and measures approximately 96.15 metres from east to west at its widest point and approximately 128 metres from north to south. The site spans to approximately 1.02 hectares in size.

The site is located within Flood Zone 3. A section of high pressure gas pipeline bisects the north western corner of the site located directly to the west, as detailed under application reference 21-00442-MFUL. The site is bounded by mature tree planting to the north.

PROPOSAL:

The proposal seeks permission for the erection of a showroom, office and workshop building with associated car parking, service yard, external lighting, electricity substation and landscaping for an agricultural business use, to be occupied by Ripon Farm Services which presently has a unit within the York Road Industrial Estate. The Design and Access Statement note that the company deal with the sale and repair of farm machinery and this scheme has been specifically designed to meet their operational requirements.

The proposed building would be set back approximately 30 metres from the highway along Edenhouse Avenue, in a similar position to the recently building to the west, which was set back approximately 34.8 metres.

The building would span approximately 54.25 metres from north to south x 40.2 metres from east to west at the maximum point, with a double pitched roof form, incorporating a maximum height of approximately 10.55 metres and an eaves height of approximately 8.35 metres.

At ground floor level, this building would incorporate a gross internal footprint of 2059 square metres with a showroom and office space to the front, with workshop/parts area to the rear. The workshop would allow for vehicle access to the rear via 4no. roller shutter doors. At first floor level, a further 505 square metres would be available, with a parts store, conference room and display area provided. A outdoor canopy would be located to the western elevation, spanning approximately 20 metres in length x 6 metres in width with a flat roof form, spanning approximately 8 metres in height. This would allow external racking and provided covered access to the Parts area.

A service yard would be located to the north, with 37 car parking spaces to the south and west of the site, of which 4 provide EV charging and two are reserved for disabled drivers. Included within the red line plan is an access road to the east of the site, with two accesses into the Ripon Farm Services site to allow separation of agricultural vehicle/HGV traffic. This road would provide a partial connection into the land to the east to facilitate future development.

Between the principle elevation of the building and the highway, a bank of landscaping is proposed to include a woodland shrub mix, grass seeding, a proposed native hedge, eight mature trees (predominately extra heavy standards.) Nine further trees are proposed along the eastern boundary, together with further native hedging. The western boundary benefits from the landscaping proposed and approved under application 21-00442-MFUL, which is referenced on the proposed landscaping plan, also including tree planting and a native hedge.

The building would be completed with profiled steel composite sheeting. Colours include a 'goosewing grey' roof, 'merlin grey' and 'hamlet' vertical wall cladding, 'hamlet' horizontal wall cladding' and black flashing/eaves fascia. Windows, doors and curtain walling would be completed in anthracite grey. Low level walls would be completed with buff brick. These materials accord with those approved under 21-00442-FUL and for which the LPA reviewed sample materials and the overall design incorporates a similar appearance and architectural details of the recently approved scheme, including the palette of materials, roof form and overhanging eaves.

It is noted in the Design and Access Statement that the electrical substation would be completed in buff facing brickwork to match the main building, with a merlin grey glass reinforced plastic roof.

The Drainage and Flood Risk Assessment (JPG April 2021) confirms that the sites foul drainage would connect to the existing foul water drainage infrastructure. The surface water drainage will run to a surface water swale to the east of the plot, which can accept an unrestricted flow of surface water. The swale outfalls via a pipe network to the attenuation pond to the south, ultimately discharging to the IDB maintained water course at the previously agreed greenfield discharge rate. The pond has been installed and was adopted by the IDB.

This proposal is before Members solely due to the fact that this is a major planning application. There have been no letters of objection to this scheme.

The Lead Local Flood Authority were consulted on this application, however due to technical reasons this consultation was sent later in the process and Officers are awaiting the final response. Previously as part of the consideration of the adjoining site (21-00442-MFUL) the LLFA recommended conditions were recommended for the development to be undertaken in accordance with the submitted documents. If for this application, their formal response is received in advance of the meeting and this notes no objection/recommends condition, this will be reported to Members and any conditions will be attached. However if any additional information is needed, it is requested that Members delegated the decision to the Head of Planning, subject to the satisfaction of the LLFA.

POLICY

Local Plan Strategy -Policy SP1 General Location of Development and Settlement Hierarchy
Local Plan Strategy - Policy SP6 Delivery and Distributing of Employment Land and Premises
Local Plan Strategy - Policy SP16 Design
Local Plan Strategy - Policy SP17 Managing Air Quality, Land and Water Resources
Local Plan Strategy - Policy SP19 Presumption in Favour of Sustainable Development
Local Plan Strategy - Policy SP20 Generic Development Management Issues
National Planning Policy Framework
National Planning Practice Guidance

HISTORY

The most relevant planning history is the following outline application which pertains directly to the application site:

14/00426/MOUTE: Erection of new livestock market (sui generis) comprising circa. 2,850 sq m floorspace: Agricultural Business Centre comprising circa. 6,010 sq m of floorspace for uses within Use Class A1, A2, A3, D1, B1, B2, B8 and agricultural vehicle sales (sui generis); and new Business Park comprising circa. 19,040 sq m of floorspace for uses within Use Class B1, B2, and B8 including premises for The Ginger Pig comprising 1,790 sq m of floorspace (for uses falling within Class B1, B2, B8 and A1) along with (in respect of all elements) all associated development including drainage, provision of services, landscaping, boundary treatments, attenuation ponds and access and associated highway works. (Site area 17.8ha). Approved 24th March 2015.

The following applications are also specifically relevant to the application site:

16/00251/MREM: Construction of retention pond with associated landscaping and construction of pumping station together with erection of perimeter fencing and formation of vehicular access: Phase 1 of reserved matters (outline approval 14/00426/MOUTE dated 24.03.2015 refers). Approved. 24th May 2016.

16/00412/FUL: Formation of roundabout access and internal access road to serve development at Edenhouse Road: Approved 8th July 2016.

The following applications include reference to other recently approved developments within the immediate vicinity, to the south:

18/00243/MREM: Erection of Unit A - Industrial unit subdivided into 4no.units and Unit B - Industrial unit subdivided into 2no. units: Phase 1 of reserved matters (outline approval 14/00426/MOUTE dated 24.03.2015 refers as amended). Approved 25th May 2018.

19/00241/MREM: Use of land adjacent to Unit B1 as an extension to the service yard to accommodate existing and future staff parking and to enable the storage of raw materials (metal rolls) in containers and finished products on racks (outline approval 14/00426/MOUTE dated 24.03.2015 as amended refers) Approved 18th April 2019.

19/00757/FUL: Erection of petrol filling station with forecourt shop sales building, canopy, 3no. fuel pump islands, 2no. HGV fuel pump islands, air bay, goods-in delivery bay, customer parking and associated access, landscaping and boundary treatment works. Approved 7th January 2020.

A recently approved application has been submitted for a new development directly to the west of this application site under the following application reference:

21/00442/MFUL: Use of land as a highways depot to include the erection of an office/workshop building, erection of a salt barn and associated car parking, service yard and landscaping. Approved.

APPRAISAL:

The key considerations in assessing this application are;

- i. Principle of the development
- ii. Character, Form and Landscaping
- iii. Impact on Amenity
- iv. Access and Highway Safety
- v. Drainage and Flood Risk
- vi. Other Matters Including Consultation Responses.

i) Principle of the development

Policy SP1 (General Location of Development and Settlement Hierarchy) notes that Malton/Norton (the principal town) “*will be the focus for the majority of new development and growth, including the housing, employment and retail space.*”

Policy SP6 Delivery and Distribution of Employment Land and Premises notes that in Malton/Norton land and buildings for employment will be supported in employment land allocations.

As noted above in 2015, under application reference 14-00426-MOUTE outline planning permission was granted for B1/B2/B8 uses in this location and the principle of business units and storage was identified.

The site also falls within the Malton Food Enterprise Zone (FEZ) which is a Local Development Order adopted by Ryedale District Council in February 2017. This Order identifies certain forms of development that can take place without needing planning permission, together with a design guide to create a cohesive approach to development in this location.

Furthermore, under Policy SD12 (New Employment Land Provision) of The Ryedale Plan – Local Plan Sites Document this wider site at Eden House Road was adopted as Employment Land ‘committed or constructed since 2012.’ It was noted that “*The site is considered to be a major employment/business opportunity for the District which occupies a good location in relation to the Principal Town and strategic road network. The site has planning permission for the development of an agri-business park for B1, B2 and B8 uses; an Agricultural Business Centre and new livestock market.*”

Although there is outline permission at this site, this current application relates to a standalone application for Ripon Farm Services. The Agent has confirmed the following: “*The company are currently located at Unit 33 Derwent Road, York Road Industrial Estate, York Road, Malton, YO17 6YB which we believe is a building of 20-30 years old and with a footprint of 5,865 sq ft (545 sq m). The premises at Eden Park will be significantly larger with a GIA floor area of 2564 sq m. The reason for the move is obviously to expand and satisfy the requirements of their equipment supplier John Deere who wanted them to upgrade the property.*”

The purpose of purchasing this building is to increase the turnover which they believe is there in the area and obviously this will mean a significant increase in the number of staff.” It is further noted in the Planning Statement that “*Once fully operational, the business will employ up to 30 members of staff: five initially in the workshop which will be expanded; five office staff; three showroom staff; and extra*

staff with growth in Precision Agriculture Technologies requiring highly skilled technical staff.”

This illustrates that this proposal is an investment in the future of the company within Malton and this proposal will contribute to the provision of skilled jobs in the district, in addition to ensuring specialist technical services are available for those working within the local agricultural sector.

The proposed development will align with the use set out in the earlier outline application. Furthermore, it is acknowledged that this is a strategic position centrally within the Ryedale District, with easy access onto the A64 Trunk Road.

It is therefore considered that the principle of this development is acceptable in accordance with Policies SP1, SP6 and SP17 of the Ryedale Plan, Local Plan Strategy, Policy SD12 of the Local Plan Sites Document and the NPPF.

ii) Character, Form and Landscaping

The scale of the proposed development as described in the proposal section above is considered acceptable in design terms. Whilst it is acknowledged that the building would incorporate significant proportions, it is considered that this is functionally necessary and the double pitched roof will help to visually reduce the massing of the building. The site will furthermore be softened by the well-considered and varied proposed planting scheme.

The building, through its cohesive materials and design details will result in visual continuity with the existing on site developments. Samples of the identified materials had previously been reviewed by Officers as part of the application reference 21-00442-MFUL. These are detailed on what would become the approved plans and therefore no specific condition is necessary.

This is considered to be broadly in accordance with the requirements of the Design Guide associated with the Local Development Order. It is considered that the proposed development will accord with the existing and approved nearby developments and will maintain the high quality achieved thus far.

The proposed site levels included within the updated Proposed Drainage Layout (Drawing no. 4656-JPG-U7-XX-DR-D-1400 S4 P04) and the Site Layout Plan indicate that the levels of the proposed yard area will broadly be commensurate with the adjoining land. The finished floor levels of the buildings will remain slightly lower than the yard and Edenhouse Road to the south. It is therefore not considered that the site levels/topography will result in an incongruous development.

The proposed landscaping is considered acceptable, with a high quality and diverse range of planting proposed. This will be controlled by condition.

A specific lighting plan has been submitted in support of this proposed development. (Drawing no. 33-AFC-SW-00-DR-E Rev P02. This indicates the 26no. total lights proposed, their form and levels of illumination. These include under canopy lights, wall mounted lights and wayfinding lighting amongst others. The LPA intend to collaboratively review this document in detail prior to the meeting to ensure the proposed lighting is acceptable in this location and will liaise with the Agent if any changes are felt to be necessary. It is anticipated that an update on the proposed lighting will be offered to Members at the meeting.

The Design and Access states that “*where indicated on the site layout drawing to the perimeter of the site 2.4m high Vguard weldmesh fencing will be provided. The V-guard fence will either be galvanized or polyester powder coated (colour to be black).*” Three single electrically operated sliding gates will be provided. 2.4 metre high “V guard fence” which will either be galvanised or powder coated. This will be conditioned unless otherwise agreed in writing with the Local Planning Authority to be in a black colour finish. This will then match the fencing type submitted as part of the discharge of conditions for the development approved to the west under 21-00442-MFUL.

iii. Impact on Amenity

It is not considered that this proposal would have any impact upon amenity.

iv. Access and Highway Safety

North Yorkshire County Council were consulted on this proposal and in a response dated 20th July 2021 noted *“Access to the site is proposed to be taken from a new junction with Edenhouse Road. Both the proposed new access road and Edenhouse Road are of a suitable width to accommodate large goods vehicles and therefore the access proposals are considered acceptable. A turning area for large vehicles is provided within the site allowing loading and unloading to take place clear of the highway and allow vehicles to leave site in a forward gear. It is accepted the trip generation is unlikely to be significantly above that anticipated for this part of the business park considered in the original outline permission for the site. The level of parking provision meets typical requirements for the number of staff expected to be on site and also allow space for customer parking. There are no local highway authority objections. It is recommended that the following Conditions are attached to any permission granted”*

The conditions related to technical aspects of the road and footway layout and parking and turning areas, together with details of the piped ditch. Further conditions were recommended to secure a travel plan to promote sustainable travel and a construction management plan has also been recommended. These will be included on any decision.

Highways England were consulted on this proposal and confirmed no objection on the 20th July 2021. *“Given the small scale of this development; just 30 FTE in 2,564 sq.m, and the limited parking; just 27 spaces, we have concluded that this will not generate trips that will compromise the safety or smooth running of the A64 at Malton during the morning or afternoon peaks. Accordingly, Highways England are responding with a ‘No Objection’ and this is attached.”*

It is noted that there are actually 30 car parking spaces shown on plan, together with 7 ‘overspill’ places however this has been checked with Highways England, who have confirmed their response remains appropriate and this would not materially change the safe operation of the Strategic Road Network.

The proposed site layout plan does not currently incorporate provision for secure cycle storage, whilst this was not raised as an issue by the Highway Authorities, the Agent has agreed that the LPA will include a condition to this effect.

v. Drainage and Flood Risk

As noted, the application site is formally designated as Flood Zone 3 by the Environment Agency. This does relate to a ‘less vulnerable’ proposal in terms of the EA’s Flood Risk Vulnerability classifications.

Section 3.0 of The Drainage Assessment confirms that as part of a previous phase *“foul water pumping station and associated adoptable foul and surface water sewers have been constructed on site. These sewers have been designed to accept foul and surface water discharge from this site and future development plots. A copy of the S104 Sewer Plan is provided in Appendix C... Foul and surface water stubs have been provided under Edenhouse Road to provide a point of connection for the Northern Developments.”*

The EA confirmed that they had no objection to the development provided it is built in accordance with the submitted Flood Risk Assessment. A condition to this effect will be recommended.

Due to the position of this development within Flood Zone 3, a sequential test must be undertaken.

The Sequential Test ensures that a sequential approach is followed to steer new development to areas with the lowest probability of flooding. The flood zones as refined in the Strategic Flood Risk Assessment for the area provide the basis for applying the Test. In carrying out the Sequential Test, the Local Planning Authority is expected to look at the presence and suitability of land in the lowest form of flood risk classification for the developed proposed (in this instance residential development). The

Local Planning Authority would seek to understand why such land as not been considered first in terms of reasonable availability.

In this instance, when outline permission was granted the site was deemed to be in Flood Zone 1 however this has changed in the intervening years. The proposed development relates to a large site for Ripon Farm Services, who wish to invest in a much larger purpose built agri-business unit from which to base their Malton operations. The wider site already has permission for the development of an agri-business park for B1, B2 and B8 uses; an Agricultural Business Centre and new livestock market. It is Officer's view that this is a logical location to group such related businesses and that this would be to the benefit of Malton and the wider District, in making the agri-business offer as attractive to visitors within a concentrated and focused area. Furthermore, as this is allocated employment land and such a large plot, there is unlikely to be as large available alternative sites, reasonably available within Malton/Norton/Old Malton at present. If these were present however, it is acknowledged that the applicant may not find similar sites outside of an agribusiness employment site as suitable. It is therefore considered that this development passes the sequential test. It is not necessary to consider the exception test, due to the 'less vulnerable' nature of the proposed development.

The FRA also incorporates Section 6.3 'Occupant Safety' within which a detailed analysis of the access arrangements are provided, including signing up to flood warnings, having first floor level accommodation and the site levels/road levels. A condition to require a specific flood evacuation plan will however be recommended, as was the case at the adjoining site to the west under 21-00442-MFUL.

As noted above, the Lead Local Flood Authority were consulted on this application, however due to technical reasons this consultation was sent later in the process and Officers are awaiting the final response. Previously as part of the consideration of the adjoining site (21-00442-MFUL) the LLFA recommended conditions were recommended for the development to be undertaken in accordance with the submitted documents. If for this application, their formal response is received in advance of the meeting and this notes no objection/recommends condition, this will be reported to Members and any conditions will be attached. However if any additional information is needed, it is requested that Members delegated the decision to the Head of Planning, subject to the satisfaction of the LLFA.

Yorkshire Water were also consulted as part of this application, in their response dated 30th July 2021, they did not raise an objection and recommended a standard condition to ensure compliance with the submitted drainage plan. The consultation response provided useful information for the developer/agent and their attention will be drawn to this through an informative.

The Value of Pickering Internal Drainage Board were consulted as part of this application and on the 5th August 2021 confirmed no objection, with no specific conditions recommended. The consultation response provided useful information for the developer/agent and their attention will be drawn to this through an informative.

vi. Other Matters Including Consultation Responses

North Yorkshire Archaeology were consulted on the proposal and verbally confirmed no further action was necessary.

The HSE online consultation confirmed the HSE did not advise against the proposal.

A Northern Gas Network pipeline bisected the north-west corner of the site to the west where application reference 21-00442-MFUL was approved. Northern Gas Networks initially provided a consultation response objecting to this proposal, however following confirmation from the Applicant on a number of matters, Northern Gas Networks confirmed on the 1st September 2021 they had no objection to the proposal. No specific conditions were recommended.

The Town Council noted in a consultation response dated 31st March 2021 that they recommend "*approval, subject to adequate mature screening.*" As detailed above, the proposed site landscaping is considered to be acceptable and will be controlled by condition.

In light of the above assessment, it is considered the proposal is acceptable and broadly complies with Policies SP1 General Location of Development and Settlement Hierarchy, SP6 Delivery and Distributing of Employment Land and Premises, SP16 Design, SP17 Managing Air Quality, Land and Water Resources, SP19 Presumption in Favour of Sustainable Development and SP20 Generic Development Management Issues of the adopted Ryedale Plan - Local Plan Strategy and the National Planning Policy Framework.

However, as noted above, Officers are awaiting the final comments from the LLFA on this matter. If the LLFA recommend approval/conditions, these will be reported to Members. Should the LLFA seek further information from the Applicant, Members are asked to delegate the final decision to the Head of Planning to allow approval only following confirmation of the LLFA satisfaction with the proposal. This would allow for further discussion/possible surface water related amendments if considered necessary.

RECOMMENDATION: Approval following confirmation of the LLFA satisfaction with the proposal or Delegation to the Head of Planning to allow for further negotiation in relation to surface water discharge to ensure LLFA satisfaction with the proposal.

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

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

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

Location Plan (Drawing no. M3162-P101 Rev A)
Site Layout Plan (Drawing no. M3162-100 Rev B)
Elevations (Drawing no. M3162-(7)-02Rev A)
Floor Plans (Drawing no. M3162-(7)01 Rev A)
Roof Plan (Drawing no. M3162-(7)-03 Rev A)
Sub-station details (Drawing no. M3162-105)
External Finishes (Drawing no. 4656-JPG-U7-XX-DR-C-1300 S4 Rev P03)
Proposed Drainage Layout (Drawing no. 4656-JPG-U7-XX-DR-D-1400 S4 P04)
Proposed Site Wide Drainage Layout (Drawing no. 4656-JPG-XX-XX-DR-D-1410 S4 P02)
Landscape Proposals (Drawing no. LL01 Rev A)

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

- 3 Unless otherwise agreed in writing with the Local Planning Authority, the site shall be landscaped within the first available planting season (November to March) in accordance with the details outlined in the approved drawing "Landscape Proposals" (Drawing no. LL01 Rev A) Any trees or shrubs which, within a period of five years from being planted, die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar sizes and species, unless the Local Planning Authority gives written consent to any variation.

Reason: To enhance the appearance of the development hereby approved and to comply with the requirements of Policy SP20 of the Ryedale Plan, the Local Plan Strategy

- 4 Unless otherwise agreed in writing with the Local Planning Authority, the fencing to be installed in the locations identified in the Site Layout Plan (Drawing no. M3162-100 Rev B) shall be 2.4m high Vguard weldmesh fencing in a black colour finish.

Reason: In the interests of the reduction of visual amenity in compliance with Policies SP16 and SP20 of the Ryedale Plan, the Local Plan Strategy

- 5 Except for investigative works, no excavation or other groundworks or the depositing of material on site in connection with the construction of any road or any structure or apparatus which will lie beneath the road must take place on any phase of the road construction works, until full detailed engineering drawings of all aspects of roads and sewers for that phase, including any structures which affect or form part of the highway network, and a programme for delivery of such works have been submitted to and approved in writing by the Local Planning Authority.

The development must only be carried out in compliance with the approved engineering drawings.

Reason: To secure an appropriate highway constructed to an adoptable standard in the interests of highway safety and the amenity and convenience of all highway users in accordance with Policy SP20 of the Ryedale Plan, Local Plan Strategy.

- 6 No part of the development to which this permission relates must be brought into use until the carriageway and any footway or footpath from which it gains access is constructed to binder course macadam level or block paved (as approved) and kerbed and connected to the existing highway network with any street lighting installed and in operation. The completion of all road works, including any phasing, must be in accordance with a programme submitted to and approved in writing with the Local Planning Authority before any part of the development is brought into use.

Reason: To ensure safe and appropriate access and egress to the premises, in the interests of highway safety and the convenience of all prospective highway users in accordance with Policy SP20 of the Ryedale Plan, Local Plan Strategy.

- 7 There must be no access or egress by any vehicles between the highway and the application site until:
- full technical details relating to the bridging or culverting of the watercourse at Eden Park West have been approved in writing by the Local Planning Authority

Reason: To ensure satisfactory highway drainage in the interests of highway safety and the amenity of the area in accordance with Policy SP20 of the Ryedale Plan, Local Plan Strategy.

- 8 No part of the development must be brought into use until the access, parking, manoeuvring and turning areas for all users at Eden Park West, Edenhouse Av have been constructed in accordance with the details approved in writing by the Local Planning Authority. Once created these areas must be maintained clear of any obstruction and retained for their intended purpose at all times.

Reason: 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.

- 9 Prior to the first occupation of the development, a Travel Plan must be submitted to and approved in writing by the Local Planning Authority. The Travel Plan will include: -
- agreed targets to promote sustainable travel and reduce vehicle trips and emissions within specified timescales and a programme for delivery;
 - effective measures for the on-going monitoring and review of the travel plan;
 - a commitment to delivering the Travel Plan objectives for a period of at least five years from first occupation of the development, and;
 - effective mechanisms to achieve the objectives of the Travel Plan by both present and future occupiers of the development.

The development must be carried out and operated in accordance with the approved Travel

Plan. Those parts of the Approved Travel Plan that are identified therein as being capable of implementation after occupation must be implemented in accordance with the timetable contained therein and must continue to be implemented as long as any part of the development is occupied.

Reason: To establish measures to encourage more sustainable non-car modes of transport in accordance with Policy SP20 of the Ryedale Plan, Local Plan Strategy.

- 10 The development must be carried out and operated in accordance with the approved Travel Plan. Those parts of the Approved Travel Plan that are identified therein as being capable of implementation after occupation must be implemented in accordance with the timetable contained therein and must continue to be implemented as long as any part of the development is occupied.

Reason: To establish measures to encourage more sustainable non-car modes of transport in accordance with Policy SP20 of the Ryedale Plan, Local Plan Strategy.

- 11 No development for any phase of the development must commence until a Construction Management Plan for that phase has been submitted to and approved in writing by the Local Planning Authority. Construction of the permitted development must be undertaken in accordance with the approved Construction Management Plan.

The Plan must include, but not be limited, to arrangements for the following in respect of each phase of the works:

1. Wheel and chassis underside washing facilities on site to ensure that mud and debris is not spread onto the adjacent public highway;
2. The parking of contractors' site operatives and visitor's vehicles;
3. Areas for storage of plant and materials used in constructing the development clear of the highway;
4. Measures to manage the delivery of materials and plant to the site including routing and timing of deliveries and loading and unloading areas;
5. Details of the routes to be used by HGV construction traffic
6. Details of site working hours;
7. A detailed method statement and programme for the building works; and
8. Contact details for the responsible person (site manager/office) who can be contacted in the event of any issue.

Reason: In the interest of public safety and amenity in accordance with Policy SP20 of the Ryedale Plan, Local Plan Strategy.

- 12 Unless otherwise agreed in writing, prior to the occupation of the development hereby approved, details of secure on site cycle storage must be submitted to and agreed in writing with the Local Planning Authority. The approved scheme shall be installed and operational prior to the occupation of the building and this must be retained for the lifetime of the development.

Reason: To establish measures to encourage more sustainable non-car modes of transport in accordance with Policy SP20 of the Ryedale Plan, Local Plan Strategy.

- 13 Unless otherwise agreed in writing with the Local Planning Authority, the development shall be carried out in full accordance with the submitted Flood Risk Assessment by JPG, referenced 4656-JPG-XX-XX-RP-D-0622-S2-P05 and dated 28 April 2021 (amended 12 July 2021.) Any variation to the approach contained within this document will require the prior written approval of the Local Planning Authority.

Reason: To reduce the risk of flooding to the proposed development and future occupants and prevent flooding elsewhere, by ensuring that compensatory storage of flood water is provided in accordance with Policy SP17 of the Ryedale Plan, Local Plan Strategy.

- 14 The development shall be carried out in strict accordance with the details indicated on the submitted plan, "Unit 7 Proposed Drainage Layout' 4656-JPG-U7-XX-DR-1400 S4 (revision P04) dated 22/06/21", unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interest of satisfactory and sustainable drainage in accordance with Policy SP17 of the Ryedale Plan, Local Plan Strategy.

- 15 Unless otherwise agreed in writing with the Local Planning Authority, prior to the occupation of the building hereby approved a Flood Evacuation Plan shall be submitted to and approved in writing by the Local Planning Authority, in conjunction with North Yorkshire County Council's Emergency Planning Team. The Flood Evacuation Plan will be reviewed annually in accordance with the Environment Agency Guidance

Reason: In the interests of the safety of the users of the site and to satisfy the requirements of Policy SP17 of the Ryedale Plan - Local Plan Strategy.

Informative: The Applicant should also sign up to Environment Agency Flood Warnings.

INFORMATIVE(S)

- 1 The grant of this planning permission do not imply or convey any consent for signs that would need permission under The Control of Advertisement Regulations.
- 2 The Applicant/Agents attention is drawn to the technical guidance within the Yorkshire Water consultation response dated 30th July 2021.