

Item Number: 7
Application No: 21/00271/MFUL
Parish: Scampston Parish Council
Appn. Type: Full Application Major
Applicant: Mr N Szkiler (Classic And Sportscar Limited)
Proposal: Erection of classic car storage and workshop building in connection with the expansion of existing classic car sales and restoration business, the alteration of 2no. existing buildings with infill extension to create additional showroom provision, landscaping and provision of new access and parking
Location: Premises Adjacent To Corner Farmhouse Poplars Lane West Knapton Malton North Yorkshire

Registration Date: 23 February 2021
8/13 Wk Expiry Date: 25 May 2021
Overall Expiry Date: 12 January 2022
Case Officer: Niamh Bonner **Ext:** 43325

CONSULTATIONS:

Sustainable Places Team (Environment-Agency Yorkshire Area)	No response
Yorkshire Water Land Use Planning	No objection, comments
Flood Risk	Recommend conditions
Archaeology Section	Recommends condition
Tree & Landscape Officer	Recommend condition
NYCC Natural Services	Recommend conditions and informatives
Yorkshire & Humber Drainage Board	No response
Environmental Health	Recommend Conditions
Scampston Parish Council	Concerns and comments
Highways North Yorkshire	Recommend conditions

Representations: Mr Doreen Hicks, Mr Paul Beal, Mr Andrew Beal, Mrs Pauline Stead, Mrs Emma Sollitt, Mr kyle rose,

SITE:

The application site relates to the business premises and land occupied by Classic and Sportscar Ltd, Main Street, West Knapton which has been established in this location since 1998. The land, which spans approximately 1.76 hectares in size was previously a former farmstead. It presently incorporates two former farm buildings which were converted for use as part of a classic car sales business, with car parking area and a former agricultural field/paddock to the north and west.

The site is accessed at present via an access from Main Street, West Knapton, between the residential properties of Pear Tree and Corner Farm. The entire application site is located outside village development limits and therefore in land which is classified as 'Wider Open Countryside.' The present access, which is not included within the red line falls within the village development limits. The site lies over 100m to the north of the A64.

The site is adjoined by farmland to the north, by the residential properties along Main Street to the east, by the residential property Corner Farm to the south east, by land used as equestrian gallops to the west and by a road/layby to the south, beyond which dense woodland is located.

The site is located in Flood Zone 1 and is an archaeologically sensitive area, with an overhead powerline bisecting the site.

PROPOSAL:

Erection of classic car storage and workshop building in connection with the expansion of existing classic car sales and restoration business, the alteration of 2no. existing buildings with infill extension to create additional showroom provision, landscaping and provision of new access and parking

This was amended from the original description "*Erection of classic car storage and workshops building in connection with the expansion of existing classic car sales and restoration business, external improvements to existing buildings, formation of community allotment, together with associated new access, parking and landscaping.*" During the application period, the originally proposed community allotment was omitted and the proposed infill extension was proposed and this was fully readvertised.

The application proposes the extension of an existing site which is in use by Classic and Sportscar Ltd. for the sale, preparation, storage and restoration of classic and vintage cars which has been present on the site since 1998. The Design and Access Statement in Section 5.1 (Principle of Development and Business Case) highlights that in 2014, a new sister company was created, Malton Coachworks Ltd. It notes "*This sister company's activities are intrinsically linked to the operations at the application site but are presently based across three sites on Showfield Lane.*" The proposed development would see Malton Coachworks Ltd relocated to the application site and the Design and Access Statement notes "*and the resultant combined car business, would then comprise classic car sales, service, maintained vehicle storage, trim/upholstery department, engineering department, body and paintwork restoration.*"

The new dedicated site access would be created from the layby road to the south of the site and it was confirmed in the Design and Access Statement that all new vehicles would use this access, that the original access from Main Street to the east of the site would be used for emergencies only.

As noted above, this proposal has amended over time. The largest element proposed would be the erection of the new car storage and workshop building. This would be located within the northern section of the site and would incorporate an 'L' shaped design. This would be positioned at a distance of approximately 42m from the nearest section of domestic curtilage associated with the properties to the east along Main Street and would be sited a minimum of approximately 13.7 metres and 9 metres from the sites northern and western boundaries respectively.

This new building would span approximately 70.5 metres at the maximum point along the northern boundary and approximately 70.5 metres at the maximum point along the western boundary, with the width of these elements spanning a maximum of approximately 23.5 metres. The building would incorporate a pitched roof form with an eaves height of 5.27 metres and a ridge height of 7.6 metres. This would be completed with composite roof panels and timber cladding. The small centrally placed porch/reception area would be constructed of aluminium windows and doors.

This new building (known as Unit 3) would incorporate two dedicated garage areas in the western section of the building, with floor space of 962 square metres and 646 square metres respectively. The roller shutter doors to provide internal and external access for these areas would be located on the northern and western elevations, facing away from the facing the rear of the linear residential properties along Main Street to the east. A trim shop and handover bay would be located in the most easterly section of the building, the roller shutter openings serving these areas would be located on the northern and southern elevations. The building would be positioned so that no other openings with the exception of a glass fronted porch area and a single pedestrian access door would be positioned on the eastern elevation.

Other elements included within the building at ground floor level relate to the engine shop and parts department located to the far west of the building, together with office space, staff facilities and a glass fronted reception area. At first floor level, additional office space and staff facilities are available, including a canteen which has been confirmed as for use by staff only.

The new access serving the building would allow for a new network of access roads, incorporating a new turning circle to the south/west of the building surrounding feature landscaping and access to new parking areas. There would also be a smaller access road to the north and west of the buildings, to facilitate manoeuvring within the new access points provided by the roller shutter doors.

Additionally, as part of the revised scheme, additional space has been sought through an extension between the existing Units 1 and 2 on the site (which currently incorporate a combined footprint of 1496 square metres.) This would be referred to as Unit 4 with a new footprint of 633 square metres, however as this would replace some of the existing Unit 1, this would relate to net new additional footprint of 341 square metres. This would involve Unit 4 being created with a pitched roof form that mirrors that of the existing Unit 2, with slightly higher proportions. This newly formed single building would be completed with new timber cladding and profiled roof material to match that of the new build Unit 3. These altered existing buildings would be single storey only, with the exception of a small mezzanine in Unit 2. This building would form car showroom space, a reception and storage as is currently the case. A small valeting area is indicated, but at a much reduced scale than the current space afforded to this use.

HISTORY:

The following applications are considered to be most relevant:

14/00141/FUL : Erection of extension to existing workshop to form office and replacement workshop with associated staff facilities and change of use of existing workshop to form car storage and display area. Approved.

10/01223/73 Variation of Conditions 03 and 05 of approval 98/00946/FUL dated 06.01.1999 to amend the hours for the approved use and for deliveries of cars to and from the site to between 0800 hours and 1800 hours Mondays to Fridays and between 1000 hours and 1600 hours on Sundays. The site shall not be used at all for the approved use or deliveries of cars to and from the site on Saturdays or Public Holidays. Approved.

98/00946/FUL: Change of use and alteration of buildings and land from the storage and maintenance of caravans to the sale of vintage and classic cars. Approved.

POLICY:

Local Plan Strategy -Policy SP1 General Location of Development and Settlement Hierarchy

Local Plan Strategy -Policy SP6 Delivery and Distribution of Employment Land/Premises

Local Plan Strategy - Policy SP12 Heritage

Local Plan Strategy - Policy SP13 Landscapes

Local Plan Strategy - Policy SP16 Design

Local Plan Strategy - Policy SP17 Managing Air Quality, Land and Water Resources

Local Plan Strategy - Policy SP18 Renewable and Low Carbon Energy

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

ENVIRONMENTAL IMPACT ASSESSMENT

The application has been considered in relation to whether a potential Environmental Impact Assessment is required under the Environmental Impact Assessment Regulations. The proposed development does not fall within either the Schedule 1 or Schedule 2 categories contained within The Town and Country Planning (EIA) Regulations 2011 and therefore no further EIA consideration is necessary.

REPRESENTATIONS:

The following partially summarised letters of objection have been received in relation to the original scheme. Members will be able to view the originals in full on the planning file.

The occupier of White Owl, West Knapton – 14th March 2021

- Size of the industrial unit out of keeping with the residential area
- As this proposal is not agricultural, it not only changes the use of the site but opens up the rural area to possible changes of use and planning applications on greenbelt land
- Location and size of building on the north west boundary is of such a size that it would block all views from the houses whom this development is supposed to be improving
- This would include the noise, light and industrial pollution already evident from the existing development but would be more invasive when built directly behind the residential properties. Location is more stated to the front of the plot near the roadside, improving privacy impacts and distancing building work required.
- Inclusion of allotments is unnecessary as all the locals have large gardens/agricultural land already, these are redundant and unwanted. Suggestion of a footpath immediately to rear of the residential properties is a security and privacy risk
- Reduction in value of homes
- Reduction in traffic is a moot point as the existing access is at the beginning of village so no traffic continues further down the road, this is a negligible benefit.
- As this is an area of outstanding natural beauty the additional of community hub adjacent to an industrial unit could hardly be considered an improvement. No local need for a community hub.

The occupier of Old Builders Yard, Main Street – 25th March 2021

“In view of the size and dimensions, it is an industrial building that would be in open countryside, therefore it is more appropriate to be situated on an Industrial Estate.”

The occupier of Cherry Tree, Main Street, West Knapton – 26th March 2021

“Unfortunately I will be totally objecting as from the rough plans shown this is by far an industrial sized unit, almost filling the full space of land, totally blocking off nice westerly views from many back gardens. I feel an industrial sized unit of this size must be on a industrial estate & not a nice sort after rural quiet village.”

The occupier of Post Officer Cottage, Main Street, West Knapton 28th March 2021

- West Knapton is a small residential hamlet, each property - with the possible exception a single property has a substantial garden area of their own.. Allotments for villagers' use is just not required...I feel sure that Corner Farm have included this as part of the planning application in the knowledge that the planning committee would look favourably on an application to include a 'Community' benefit. The only people who would be attracted to any allotments would not be the local residents, rather people from outside the village who would have to travel here by car.
- The layby to be used as a proposed entrance for commercial traffic to Corner Farm is already heavily used, as there is a snack van situated in the layby. This layby is therefore often reduced to one lane. Making it possible for more commercial vehicles and allotment visitors will mean a substantial build up of traffic at the end of our village. The surface of the road is a pothole nightmare, which can only be resolved with a total re-surface...This layby area is already a persistent eyesore with vast amounts of litter. More vehicles, more traffic would mean even more. I note that proposals for 76 car parking spaces are included - creating a noise problem with coming and going of vehicles.
- Regarding the houses mainly affected by all the new proposals by Corner Farm - have any opinions been sought as to how the residents in the five bungalows feel about 'community' facilities and car parking backing on to their gardens?
- Mr. Szkiler mentions in his letter circulated to villagers that planning advice was sought from

the Council at the beginning of 2017. Therefore there have obviously been more discussions and meetings since that date. I do hope that this is not an already 'done deal' - which we villagers are only being notified of prior to permission being granted

Following the reconsultation period on the amended scheme, the following representations were received.

The occupier of 3 Westfield Avenue Malton confirmed support for the application on the 10th December 2021, making no specific comment.

The occupier of 10 Sledgate Rillington confirmed support for the application on the 20th December 2021, making no specific comment.

The occupier of Cherry Trees, Main Street, West Knapton confirmed their continued objection, noting *“unfortunately objecting as can still see the threat of the units turning into a industrial estate, and further expansion making the small village potentially very busy and more so nosier.”*

The Parish Council provided the following comments on the 23rd March 2021:

“I am writing in my capacity as Chair of the Scampston, East and West Knapton Parish Council. Further to discussion with parish council members and a canvass of villagers from West Knapton, where this proposed developed is situated, I would like to bring to the table our thoughts.

First and perhaps foremost is the change of use from a greenfield site into a brown field site.

1) We see the proposed development from what was originally a farmstead into a full blown site for a combination of industrial units as contrary to the countryside desire to maintain green space. This proposal seeks to include not just the garage facilities but a enlarged sales area. The overall size of the development proposed would be completely inappropriate for a village the size of West Knapton.

2) The units envisioned are available in pre-existing brownfield sites in the area of Ryedale with low occupancy. It is felt by Scampston Council that such units should be looked at first by the developer who is suggesting moving from such units into open countryside.

Other factors which I am sure are being considered by Ryedale Planning Department but are of concern to the local community include:

a) volume of vehicles in and around the village

b) noise levels emanating from such proposed industrial units

c) light pollution from exterior security lighting

d) the provision of allotments seems spurious as most private gardens within the village are of a good size and any usage of proposed allotments is questioned

e) car parking actually on the site which on the original planning application that converted the farm buildings into Classic Cars and Restoration limited the number of cars which were to be allowed to be parked outside the buildings

We also have questions about the proposal to alter access to the site. We wonder if this may impact on any future plans for the main arterial road (A64) and any possible widening schemes that may occur to this road.

We would like to draw to your attention:

NPPF Paragraph 11 [b(i)] which states,

the application of policies in this Framework that protect areas of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area

AND Paragraph 1 [b(ii)] which goes on to say

any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole

We would like to ask questions about any such development plan which is currently being used when applications for planning are considered within West Knapton village.

We hope our concerns will be taken into account.”

On the reconsultation, correspondence was received from the Parish Council on the 23rd December 2021 to confirm that their original comments, submitted on the 23rd March 2021 should be considered, these were reattached.

APPRAISAL:

The main considerations within the determination of this application are:

- i. The principle of development
- ii. Character, Form and Landscaping
- iii. Impact upon Amenity
- iv. Access and Highway Safety
- v. Drainage
- vi. Other matters, including consultation responses.

i. The Principle of Development

The Design and Access Statement notes *“Classic & Sportscar Ltd, purveyors of high-quality classic, vintage, and collector’s cars relocated from Huddersfield to West Knapton in 1998. In 2014, a new sister company was created (Malton Coachworks Ltd.), This sister company’s activities are intrinsically linked to the operations at the application site but are presently based across three sites on Showfield Lane in Malton.*

The application site originally included a classic car preparation workshop, now used as a valeting / inspection and storage area. Malton Coachworks Ltd began with a mechanical service / repair facility and separate paint / bodyshop. However, that business has developed and later added a trim shop for carrying out car upholstery work. Malton Coachworks’ capacity for providing various highly skilled services which were not available locally has been vital to the growth of Classic & Sportscar Ltd., its largest customer.

Since 2014 the combined turnover of the two companies, Classic & Sportscar Ltd. and Malton Coachworks Ltd. has more than tripled. However, the fact that the businesses operate over split sites some 6 miles apart creates a significant constraint to efficiency, and in turn the growth of both businesses.”

It was subsequently noted that the consolidation would achieve the following

- *Removal of all commercial traffic associated with the businesses from the village and from the centre of Malton;*
- *Reduction in the operating costs and increased viability*
- *Reduction of the combines businesses’ carbon footprint and emissions, particularly in Malton and West Knapton Village*
- *Increased operational efficiency*
- *Creation of a horticulture-based village amenity with disabled access. (Case Officer note, following concerns raised this element has been omitted.)*

Policy SP1 (General Location of Development and Settlement Hierarchy) notes that in the wider open countryside development will be restricted to that *“which is necessary to support a sustainable, vibrant and healthy rural economy and communities.”*

Policy SP6 (Delivery and Distribution of Employment Land/Premises) of the Ryedale Plan, Local Plan Strategy notes support for *“small scale conversion of existing buildings or provision of new buildings to support appropriate rural economic activity in line with the provisions of SP9.”* Section 5.12 of the Ryedale Plan, Local Plan Strategy notes *“Whilst not specifically allocated in the Local Plan Sites Document, the expansion of existing businesses across Ryedale will be supported in principle.”* Section

5.12 of this document notes “*New major industrial uses in the open countryside can be sensitive in terms of landscape impact, visual impact and the amenity of neighbouring occupants. It is essential that these proposals, where they are required, take into account these potential impacts. Where possible, the most suitable site for this use should be considered which results in the lowest overall impact and the greatest economic benefit.*”

Policy SP6 also notes that ‘*Major industrial processes involving the extractions, utilisation, working or harnessing of natural materials or land assets will be supported where*

- 1. They are required in that location and no other suitable sites are available in the locality*
- 2. They can be satisfactorily accommodated on the highway network and will not lead to significant adverse highway impacts*
- 3. They do not adversely affect the amenity of neighbouring occupants of the site in line with Policy SP20*
- 4. They can be satisfactorily accommodated in the surrounding landscape in line with Policies SP13 and SP16*
- 5. The economic benefits to the District outweigh any adverse impacts*

On 15th June 2021 during discussions with the Case Officer, the Agent confirmed by email “*The applicant and his son James Szkiler, CEO, have for some time been weighing up the pros and cons of remaining in the Malton / Ryedale area. The business operates both nationally and internationally and has built up a superb reputation built over 30 years. As evidenced by their move to Malton from Huddersfield in 1998, their customers follow them wherever they are. The business is already encountering a skills shortage in this area, hence a major emphasis on training. The alternative strategy to address the inefficiencies and problems associated with the current location of the business, should the application fail, is not to do so in Malton but to move the restoration side of the business into West Yorkshire where there is good availability of the skilled labour required. That of course would lead to local job losses. However, the preferred option is to continue to operate in this area, and given the way many businesses locally have been decimated over the past fifteen months we believe a £seven-figure investment here is a ‘good news story’ Malton needs.*

In addition to the above, the applicant has had discussions with the Managing Director of Knapton Green Energy. Having agreed to the 3-phase underground power cable which now links the Northern Powergrid overhead transmission lines sited at Corner Farm with the Todd Waste landfill site, it would now be possible to take a reciprocal power feed from the proposed green energy plant once it comes online.”

Furthermore, as part of initial discussions relating to the positioning of the existing Malton Coachworks building within the Showfield Lane Industrial Estate, the Agent noted “*I note that you consider the location of the business in Malton is well located, however this is not the case. It does not work for the business to continue all ‘aftersales’ activities on Showfield lane. It is too busy, too close to the town centre and does not allow the business to carry out 50-60mph road tests without traffic delays and additional mileage. It is also almost impossible to make showcase product videos in that sort of environment. It is operationally very inefficient and costly to be shuttling vehicles the six miles to Malton and back.*”

Following review of the supporting information, it is considered that whilst this proposal does relate to ‘major’ development, it is acknowledged that it does relate to the expansion of an existing site, where the current business has been located since 1998. Whilst this is not ‘small scale’ it is acknowledged considered that this would result in securing the expansion and growth of a successful independent local employer and would result in the continuation of employment growth. It is considered that there would be limited locations within the District where proposed purpose built buildings of this specialist scale and nature could be located on brownfield land, or where existing buildings could be satisfactorily altered to provide the necessary level and type of accommodation, that would also be economically viable for the business.

It is acknowledged that if approved, this would take some land out of agricultural use, however this land does not appear to have been in active agricultural use in many years and given its location, it would not

be likely to be realistically brought back into agriculturally productivity.

However, whilst this proposal may be acceptable in principle, imperatively, this would only receive support from Officers should it be concluded the proposal would also not materially discord with the other critical matters outlined above. Therefore, the impact of this proposal upon the highways network, the amenity of neighbouring occupants and in terms of its impact upon the streetscene, landscape impact will all be assessed below, together with drainage, ecological and other matters.

It is therefore concluded that in principle for the further expansion of a long established independent local business in this location would accord with the requirements of Policies SP1 and SP6 of the Ryedale Plan, Local Plan Strategy.

ii. Character, Form and Impact upon Landscaping

As noted, this proposed development is proposed in a location identified as within the 'Wider Open Countryside' under the Ryedale Plan, Local Plan Strategy. The new Unit 3 building would be positioned in an undeveloped paddock, at a distance of approximately 23 metres to the north west of the existing Unit 2 at the nearest point and at a distance of approximately 42 metres from the domestic curtilage of the nearest properties to the west of Main Street.

The nature form and design of the proposed developments, including the new build unit has been outlined in the 'Proposal' section above. During the determination period, consideration was given as to whether the scale of the building was suitable in this location and reductions in scale were sought by the Case Officer. The originally proposed new build Unit 3 would have had a footprint of 3213 square metres and a maximum roof height of approximately 10.6 metres at the maximum point, with an eaves height of approximately 7.9 metres. This has been reduced to a total footprint of 2854 square metres with a new maximum height of 7.6m and a new eaves height of 5.27m. It is considered that whilst this remains a significantly scaled building, particularly in terms of footprint, the proposed amendments to the scale will help to limit its dominance and potential visual intrusion.

It is noted that whilst smaller in footprint, the existing Unit 2, which is a converted former farm building incorporates a maximum height of approximately 7.05 metres and an eaves height of approximately 5.15 metres, therefore the new build would not incorporate height proportions at odds with this existing building.

Furthermore, the proposed use of vertical timber boarding and profiled roof panels would be reflective of what would be commonly found on high quality rural buildings and if approved, a condition would be recommended to ensure that details of materials to be used, including a sample of the proposed wooden cladding would be approved in advance. It is considered that this would present in visual terms a clear difference in comparison to the usual style of industrial buildings, even those of high quality presently found in the District. This is considered to be a design approach which is appropriate given the edge of settlement location, with a rural character.

The proposed alterations to the existing buildings on site through the erection of Unit 4 are also noted, It is considered that the proposed additional linked section and other amendments are acceptable and would not result in incongruous visual impacts. Whilst the section of additional linked building would incorporate slightly higher height proportions, this would provide a cohesive link between the two elements. The recladding of these buildings and the replacement of the roof panels to form a unified design with the form of the proposed Unit 3 is also welcomed.

In terms of wider character and landscaping impacts, the Council's Tree and Landscaping Officer was consulted. In their original consultation response dated 1st June 2021, they noted: *"Having considered the tree report and proposed landscaping I note that nine trees will be removed to accommodate the proposed development. Two of the trees have been identified for removal for reasons of sound arboricultural management. The largest of the trees (T9) on site has been found to be a poor quality specimen due to internal decay and die-back in the crown. T6 is also defective as a result of extensive fire damage. The remaining trees which are estimated to be around 20 years old are all growing in close proximity to each other, hence they have narrow crowns and none individually are of high*

amenity value. Whilst it would be unfortunate to lose these healthy trees I think with well-located and considered landscaping it will be possible to mitigate against this loss.

The current landscaping as indicated on the proposed block plan dated 19.07.2017 appears to go some way towards mitigating the loss and enhancing the proposed development. It is not clear from the plan exactly which trees will be fastigiated. More details on species would be helpful also, although this could be dealt with by condition.

I would suggest that the five trees to the southern end of site do not need to have fastigiated crowns. Fastigate trees work well where branches are likely to encroach on an adjacent building for example. To that end, I think that the landscaping could be still improved to further enhance the screening by incorporating tree planting on the western boundary, within the hedge, to break up views of the building. The gravel footpath parallel with the western boundary would be compacted by vehicular access albeit for occasional uses, therefore if there is scope to do so, moving the building a little further east would take pressure off trees that could potentially be planted on that boundary.

Furthermore the area identified (below) could also accommodate more trees to screen , this will improve screening into site from the highway as you travel east on the adjacent road.”

In the revised plans, an additional Planting Plan was submitted, which indicated the existing trees/hedges to be retained and the proposed additional tree planting. This omitted the earlier orchard and also the community allotments. This would relate to additional planting throughout the site, including 11 mature fastigiated hornbeam trees to the western side of the proposed new building, together with new native hedging to the western boundary. It is considered that these would help to soften the appearance of the building. 16 additional mature trees would be located to the east of the new building, on some mounded earth, to enhance their height. This mounding would not be visible externally from the site, but would help to increase the planting heights. 19 additional mature trees would be located to the south of the site.

In an email dated 31st January 2022, The Tree and Landscape Officer noted “*The plans look good. This is exactly what I hope for, so happy for landscaping to be in accordance with this plan. No objections. Can we still have tree protection conditions to ensure they are taking care not to harm the offsite trees to the north please.*” The relevant conditions will be applied and this would secure the planting of mature specimens within the first planting season following the construction of the development.

It is therefore considered that a high quality landscaping scheme would be achieved at this site, which would be of significant importance when considering how the significant new building and new linked extension would assimilate within this site. It is noted that Unit 3 in particular will be highly visible on the approach from the south west towards the village and it is acknowledged the scale will be significant. However the new building will not appear harmfully isolated as it will visually relate to the expansion of the existing business within the site. Furthermore, it is considered that the developments will incorporate high quality materials which would mitigate the visual intrusion, supplemented by a carefully considered landscaping scheme that will help to ensure that but the new building would not appear harmfully incongruous.

In terms of the wider site it is noted that the new car parking is considered likely to assimilate well with the existing buildings and the use of various grouped areas would not present a single large monolithic collection of vehicles in any one location, helping to minimise the visual impact.

It is also considered appropriate to control new additional lighting within the site, without the submission of an appropriate discharge of conditions application. This will ensure the site would not be over illuminated and that lighting is appropriate to this edge of village setting. The Agent has however confirmed in an email dated 16th April 2021 “*there is only to be lighting which is low level in accordance with the ecology report for safety purposes. This will be timed and so will switch off when the site closes, so in reality will only be on in winter until around 6pm. After this, there will only be intruder PIR lighting and this will only switch on when there is a security breach.*”

It is therefore considered that the proposed development is acceptable and subject to the relevant conditions this will not materially detract from the character of the locality. Whilst this is not an area of Green Belt, nor an Area of Outstanding Natural Beauty or an Area of High Landscape Value, considerable weight and attention has been given to the potential impact of this development in character, form and design terms. It is considered that the proposal satisfies the requirements of Policy SP13 (Landscapes) SP16 (Design) and SP20 (Generic Development Management Issues) of the Ryedale Plan - Local Plan Strategy.

iii. Impact upon Amenity

As noted, the site is adjoined by a residential properties to the east, which would be sited at a distance of approximately 42 metres from the proposed Unit 3 at the nearest point. The additional linked extension development (Unit 4) would be located at a distance of approximately 22.15 metres from the nearest residential dwelling, however this is only marginally closer than the existing on site development.

A Noise Impact Assessment (Nova Acoustics November 2019) has been submitted in support of this application which includes sound surveys at the proposed site over a 4 day period and monitoring of operations within the existing Malton Coachworks site to understand the types of noise generated there.

This concluded that “*no adverse impact is predicated at the nearest NSRs (Noise Sensitive Receptors) due to the operation of the proposed development*” and this is based on internal experiences measured with partially opened windows as per the relevant British Standard criteria. It was also noted that “*the noise levels within the garden areas are predicted to be within WHO guideline levels also.*” A range of recommendations and mitigation were provided.

This document was reviewed by the Council’s Environmental Health Team who confirmed the following in an email dated 27th April 2021:

“The noise assessment carried out by Nova acoustics is based on modelling levels, which is standard practice for proposed industrial buildings, however in their assessment they have also used levels currently observed from the existing units.

The noise assessment does make some assumptions with regard to external plant and keeping doors closed during work activities. Levels for external plant to operate at are included within the assessment and by way of mitigation these levels must be adhered to at the design stage.

The predicted levels are within acceptable parameters when modelled at the nearest noise sensitive receptor, I would however recommend that should approval be considered the following conditions be attached.

1, All work to be undertaken within the close units, no outdoor work activity to be undertaken excluding building maintenance.

2, Hours of operation for the industrial units be limited to 07:30hrs – 18:00hrs Monday until Friday 08:00hrs – 13:00hrs Saturday. No Sunday or Bank Holiday working.

The applicants has stated that there will be no increase in traffic visiting the site and movement on the site and therefore I have no objection with regard to noise from this proposed application.”

Further consultation was undertaken with the Environmental Health Team and the following comments were received on the 27th January 2022:

“With regard to this application I have no further recommended conditions. I would, however, recommend that there be some form of condition applied or reassurance sought regarding the future use of the building being related to the restoration of vehicles with showroom and not a motor vehicle repair garage.”

Further discussions were undertaken in relation to appropriate conditions and with the Agent.

The Agent categorically confirmed the only works on this site would relate to classic cars and classic/modern sports Cars. In an email dated 3rd February 2022 they noted *“The customer restoration work at the application site is by its nature long-term work when the cars are with them typically for many months – sometimes years. It is totally unlike a modern car servicing garage which might see dozens of jobs per day. However, rather than try and word a condition to limit the use, which will be difficult as it is more about the type of cars than the type of activity, I think the way of doing this is by adopting the recommendations in the noise assessment. We are happy with controls over the use of the existing uninsulated buildings in terms of vehicle repairs.”*

A condition was discussed with the Environmental Health Officers to seek a restriction that would capture this more limited vehicle use, as this would be very different and lower impact in comparison to how an unrestricted commercial garage may operate with higher turnover of vehicles. The following condition was drafted and was considered acceptable to both the Agent and the Environmental Health Officer.

- *The sales and vehicle repair/servicing on the site shall site shall be restricted to the sale and repair/servicing of vintage, classic cars and modern collectible specialist/exotic cars
Reason: To limit the number of vehicles movements on site and to retain the specialised nature of the existing business in the interests of residential amenity.*

Other conditions in relation to noise and amenity protection will also be recommended and have been agreed with the Agent. These include:

- All vehicle repair/servicing work is to be undertaken internally within the new unit only, with doors/windows closed. No outdoor work activity involving machinery or hand held tools is to be undertaken externally, excluding building maintenance.
- The hours of operation for vehicle repair/servicing work within Unit 3 will units be limited to 08:00hrs – 18:00hrs Monday until Friday 08:00hrs – 13:00hrs Saturday. No Sunday or Bank Holiday working will be permitted. .
- Deliveries of cars to and from the site shall only take place between the hours of 08:00hrs and 18:00hrs Monday to Fridays and 10:00hrs and 16:00hrs on Saturdays and not at all on Saturdays or Bank Holidays.
- No vehicles, raw materials, finished or unfinished products or parts, crates, materials, waste, refuse or any other items shall be stacked or stored outside any building on the site without the prior approval in writing of the Local Planning Authority.
- Compliance with the mitigation measures contained within Section 5 of the Noise Assessment Impact Assessment (NIA) (Nova Acoustics November 2019) shall be undertaken. (This will include minimum sound reduction from the proposed façade elements amongst other elements.)
- Notwithstanding the compliance with the NIA, full details of all external plant and equipment such as extraction, compressors, generators to require the prior written approval of the LPA and any new external plant/equipment in the future will also require this.

The proposed conditions outline an approach that would limit the operations on site to specific daytime hours which is considered appropriate in this location given the context of the adjoining residential properties.

The further safeguards including conditions to limit external work with machinery/tools, the construction of the building with materials that fulfil specific sound reduction requirements and preventing openings remaining open when mechanical work is being undertaken. It is noted that the building has been designed to keep the most potentially noisy work areas at a distance from the neighbouring properties and the specific positioning of openings has been carefully considered.

It is also considered appropriate to attach a condition to prevent the change of use of any part of the site

to a commercial café, to limit additional journeys not related to the car sales/vehicle repair use of the business. The staff canteen reference was clarified on the proposed plans, altered from the previously referenced “café” description.

The concern over the level of car parking and volumes of traffic within the village is noted and this has been considered by the Environmental Health Team in terms of amenity. In 5.5.3 of the Design and Access Statement, it is noted that anticipated vehicle movements are the following:

- *HGV/3500kg small transports – as existing – 1 per day*
- *Vans (including couriers/post) as existing – 20 per day*
- *Cars, including staff – 43 per day (increasing by approximately 15)*

The separation of traffic from general traffic on Main Street as a result of the new dedicated access is noted which is considered to be beneficial and would alleviate the harm that could occur if the existing access was proposed to serve the enlarged premises. The Design and Access Statement indicated that the It is furthermore acknowledged that *“any additional increase in vehicle movements associated with the growth and development of the business will be offset by efficiencies in the way it operates. For example, the MOT testing facility will mean the business is not taking cars into Malton for MOT tests to the three existing centres it currently uses. There will be no vehicle movements between West Knapton and the three malting sites over which the business presently operates. This will result in an decrease in vehicle movements from within the application site, and also within Malton itself.”*

It is furthermore acknowledged that whilst there are additional areas of car parking required and proposed, this would be undertaken at various points within the site, leaving no one single monolithic area, with some positioned away from the neighbouring properties. It is also noted that the existing car park does directly abut the rear of some neighbouring properties. It is not considered that the proposed car parking would result in material additional impacts upon residential amenity.

In addition, it is not considered that any of the proposed physical structures would materially impact upon neighbouring amenity in terms of loss of privacy, overshadowing or overbearing development. The concern raised about loss of outlook is noted, however it is considered that the revised scheme which includes reduced proportions to Unit 3 would not relate to a material impact in terms of loss of outlook given the distances involved. Additionally, in planning terms there is also no specific right to a view.

The concern raised originally in relation to the proposed community allotments over privacy and security is recognised. In a different context this may have presented a positive community benefit, however it is acknowledged that the vast majority of residents have access to private garden space and new created publicly accessible spaces to the rear of residential properties could be concerning. Its omission is therefore in this instance, welcomed.

It is therefore considered that on balance, subject to the recommended conditions that this proposal is acceptable in terms of neighbouring amenity and satisfies the requirements of Policy SP20 (Generic Development Management Issues) of the Ryedale Plan - Local Plan Strategy.

iv. Access and Highway Safety

As noted, this proposal would see the reorganisation of the site access, the existing access is taken from the main village street in West Knapton to the east of the site. A new access would be created from within the road which runs adjacent to the A64 to the south of the site. This road is used for access to West Knapton but also as a layby to the A64. On site parking provision would rise to 68 external spaces.

The North Yorkshire County Council Highways Officer as the statutory highway consultee for this location noted the following in their statutory consultation response dated 16th April 2021 *“The proposed access is outside of the extents of the residential area of West Knapton taken from the layby adjacent to the A64 and where with appropriate construction, adequate visibility can be achieved. The design standard for the site is DMRB and the required visibility splay is 2.4 metres by 70 metres. The*

available visibility is 2.4 metres by 74 metres.” The Highways Officer proceeded to recommend specific conditions in relation to the construction of the new access and a construction management plan.

It is noted that the Parish Council highlighted whether this proposal would result in impacts to future works on the A64 however it is noted that this site is over 100m to the north of the A64, separated by a thick bank of woodland. Highways North Yorkshire will recommend consultation with Highways England where they feel necessary and this was not recommended. It is considered highly unlikely that this would result in any curtailing of future A64 development due to distance. However, for the avoidance of doubt, the Highways England Team will be advised of this application should they wish to make any comments and this will be reported to Members.

It is therefore not considered that this proposal would result in significant additional levels of journeys and that potential increases of traffic that could otherwise be experienced on Main Street would ultimately be mitigated against through the creation of a new access which is welcomed.

v. Drainage

A significant amount of drainage information was submitted in support of this application including a Flood Risk and Drainage Assessment (Alan Wood and Partners February 2021) and a Drainage Layout (Alan Wood and Partners January 2021.)

Given the scale of the proposed development, the Lead Local Flood Authority, Yorkshire Water and the Environment Agency have been consulted on the application.

No response was received from the Environment Agency and it is therefore considered that this would not meet their criteria for planning consultation responses.

The consultation from the Lead Local Flood Authority noted *“The applicant has noted that surface water will be discharged via shallow soakaways and porous paving on site. Soakaways have been proven to be viable and it is for the landowner to maintain the soakaways/porous paving for the lifetime of the development. The submitted documents demonstrate a reasonable approach to the management of surface water on the site.”* An appropriate condition to ensure that the development was built in accordance with the submitted designs was recommended which will be included.

Yorkshire Water noted in a response dated 13th March 2021 that *“This proposal is in an area not served by the public sewerage network. In this instance, the application should be referred to the Environment Agency and the Local Authority’s Environmental Health Section for comment on private treatment facilities.”* It is noted that the principle of a Package Treatment Plan which is proposed is highest on the Drainage Hierarchy when connection to the public sewer network cannot be made. The Environmental Health Team have raised no objection to this. A condition will be included to ensure that the connection to the Package Treatment Plant and the soakaway are made to the satisfaction of an approved building control officer.

During the reconsultation both Yorkshire Water and the LLFA noted no updates to their previous comments were necessary.

vi. Other matters, including consultation responses.

The North Yorkshire County Council Archaeologist has noted in their response dated 25th March 2021 that *“The application includes an assessment of the archaeological potential of the area prepared by The Landscape Research Centre. The assessment includes the results of previous geophysical survey and trial trenching of the site carried out in the early 2000s. The document submitted meets the information requirements of the NPPF in regards to the assessing the impact of the proposal on archaeological deposits (NPPF para.189).*

The assessment concludes that the site has archaeological interest, it contained a number of anomalies and excavated features that relate to the wider prehistoric, Roman and early medieval landscape. These deposits lie beneath approximately 1m of wind blown sand deposits (although this may vary across the site). This means that only those aspects of the proposal requiring significant ground disturbance will have an impact. For example the central pond feature is likely to require excavations in excess of 1m as may foundations, stanchion pits and services.

The archaeological report recommends that archaeological monitoring takes place. I support this recommendation. The watching brief should focus on those parts of the development that penetrate beneath the windblown sand (this may vary across the site).” An appropriate condition has been recommended.

The North Yorkshire County Council Ecologist has noted in their report dated 16th March 2021 “*Thank you for consulting the NYCC ecology team regarding this application, which is supported by a thorough Preliminary Ecological Appraisal (PEA). This identified few ecological constraints on the site. Although the PEA does not discuss the landscaping proposals in any detail, replacement tree planting and the provision of small blocks of fruit trees would provide some benefits for biodiversity.*

Should Ryedale District Council be minded to approve this application, we recommend:

(i) A Condition requiring adherence to the following recommendations made in the PEA:

8.2.5.1 Method for felling the oak tree identified in paragraph 8.2.3.5

8.2.5.2-8.2.5.4 Installation of 2 bat tubes or boxes

8.4.5.2 Timing of vegetation clearance

8.4.5.3 Installation of sparrow and Swift boxes

(ii) An Informative drawing the applicant’s attention to the advice regarding Hedgehogs contained in section 8.7.4 of the PEA (installation of ‘hedgehog houses’ is not essential).

(iii) An Informative drawing the applicant’s attention to the general advice on reducing the effects of external lighting on nocturnal wildlife, contained in section 8.2.5.6 of the PEA (it is not necessary to submit a lighting plan as the need for this has not been demonstrated in the report).

Given the low impact of the proposed development as described in the PEA, we don’t consider it necessary to produce the Method Statements and Plans referred to in section 9.4.4 of the report.” The appropriate condition/informatives will be recommended.

Both the NYCC Archaeologist and Ecologist confirmed following the period of readvertisement that no further comments were necessary beyond their original responses.

It has been noted that the site is crossed by overhead powerlines and so National Grid have been recently consulted. This has been acknowledged by the Agent within their incoming emails and it has been noted that consideration as to possible future underground connections has been made. National Powergrid’s views will be conveyed to Members if received in advance of the meeting, otherwise, a request to delegate the final decision to Officers following receipt of a positive or neutral response from National Grid will be sought.

The Council’s Environmental Health Officer with a focus on contamination noted the following: “With respect to the above application I have now had the opportunity to consider the submitted Geo Environmental Appraisal comprising of both Phase 1 and Phase 2 assessments of ground contamination. Based on the findings of these assessments I am satisfied that the possibility of ground contamination has been suitably risk assessed and that no further investigative works or remediation are required. I would, however, recommend that the standard condition be applied with respect to the discovery of unexpected contamination.” The appropriate condition will be included.

It is considered that the elements contained within the letters of representation have been mostly addressed in the sections above, however it is noted that the issue of house values is not a material

planning consideration to which the Local Planning Authority can attach any weight as part of a planning application.

it is considered that this proposal, subject to the recommended conditions will satisfy the relevant policy criteria outlined within Policies SP1, SP6, SP9, SP12, SP13, SP14, SP16, SP17, SP18, SP19 and SP20 of the Ryedale Plan – Local Plan Strategy and the National Planning Policy Framework.

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):

OS Site Location Plan (Drawing no. PD235-01-A)
As Proposed Site Block Plan. (Drawing No. PD235-03-E)
As Existing and Proposed Elevations to Units 1,2 And 4. (Drawing No. PD235-06-B)
As Existing and Proposed Floor Plans to Units 1,2 And 4. (Drawing No. PD235-07-A)
As Proposed Elevations. (Drawing No. PD235-05-C)
As Proposed Floor Plans. (Drawing No. PD235-04-C)
Planting Plan (Drawing no. 2152.01)

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

3 Prior to its installation, details including proposed colour finish of the roof sheets and samples of the timber boarding to be used on the exterior of the buildings the subject of this permission shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure a satisfactory external appearance and to satisfy the requirements of Policies SP16 and SP20 of the Ryedale Plan - Local Plan Strategy.

4 Unless otherwise agreed in writing with the Local Planning Authority, no additional external lighting shall be installed within the site without the prior written approval of the Local Planning Authority.

Reason: To ensure any additional lighting in this rural location does not result in harm to either residential amenity or the character of the locality in discordance with Policy SP20 of the Ryedale Plan - Local Plan Strategy.

5 Unless otherwise agreed in writing with the Local Planning Authority, all planting seeding and/or turfing comprised in the approved planting scheme (Planting Plan -Drawing no. 2152.01) shall be carried out during the first planting season following the commencement of the development, or such longer period as may be agreed in writing by the Local Planning Authority. 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 Policy in accordance with Policies SP16 and SP20 of the Ryedale Plan - Local Plan Strategy

- 6 Prior to the commencement of the development a drawing showing the alignment for protective for the protection of those trees and hedgerows to be retained shall be submitted to the Local Planning Authority for approval in writing. The design of the protective fencing and its alignment shall be in accordance with BS 5837:2012 Trees in relation to demolish, design and construction - Recommendations, or a similar design agreed in writing with the Local Planning Authority. The approved fencing shall be erected prior to the commencement of the development including any demolition or soil stripping.

Reason: to ensure that the long-term health of the trees to be retained is not compromised as a consequence of development and in accordance with Policy SP13 - Landscapes - Ryedale Local Plan Strategy.

- 7 The sales and vehicle repair/servicing on the site shall be restricted to the sale and repair/servicing of vintage, classic cars and modern collectible specialist/exotic cars

Reason: To limit the number of vehicles movements on site and to retain the specialised nature of the existing business in the interests of residential amenity in accordance with Policy SP20 of the Ryedale Plan, Local Plan Strategy.

- 8 All vehicle repair/servicing work is to be undertaken internally within Unit 3 only with doors/windows closed. No outdoor work activity involving machinery or hand held tools is to be undertaken, excluding building maintenance.

Reason: In the interests of the amenity of adjoining residential properties and to accord with Policy SP20 of the Ryedale Plan, Local Plan Strategy.

- 9 The following restrictions shall apply:
The hours of operation for any vehicle repair/servicing work within Unit 3 shall be limited to between 08:00hrs - 18:00hrs Monday to Friday and 08:00hrs - 13:00hrs Saturday. No Sunday or Bank Holiday working is permitted.

Reason: In the interests of the amenity of adjoining residential properties and to accord with Policy SP20 of the Ryedale Plan, Local Plan Strategy.

- 10 Deliveries of cars to and from the site shall only take place between the hours of 08:00hrs and 18:00hrs Monday to Friday and 10:00hrs and 1600hrs on Saturdays. No deliveries of cars on Saturdays or Bank Holidays are permitted.

Reason: In the interests of the amenity of adjoining residential properties and to accord with Policy SP20 of the Ryedale Plan, Local Plan Strategy.

- 11 No vehicles, raw materials, finished or unfinished products or parts, crates, materials, waste, refuse or any other items shall be stacked or stored outside any building on the site without the prior approval in writing of the Local Planning Authority.

Reason: In the interests of the amenity of adjoining residential properties and to accord with Policy SP20 of the Ryedale Plan, Local Plan Strategy.

Informative: This does not relate to cars utilising the car parking provision in the standard short term way.

- 12 Unless otherwise agreed in writing with the Local Planning Authority, compliance with the mitigation measures contained within Section 5 of the Noise Assessment Impact Assessment (NIA) (Nova Acoustics November 2019) shall be undertaken.

Reason: In the interests of the amenity of adjoining residential properties and to accord with Policy SP20 of the Ryedale Plan, Local Plan Strategy.

- 13 Unless otherwise agreed in writing with the Local Planning Authority, notwithstanding the compliance with the Noise Assessment Impact Assessment (Nova Acoustics November 2019, prior to their installation, full details of all external plant and equipment such as extraction, compressors, generators shall be submitted to the Local Planning Authority for their prior written approval. No replacement/alternative plant/machinery shall be erected in the future without further prior written approval of the LPA.

Reason: In the interests of the amenity of adjoining residential properties and to accord with Policy SP20 of the Ryedale Plan, Local Plan Strategy.

- 14 No commercial café shall hereby be created within the site to serve the general public without the submission of an appropriate planning application.

Reason: The application has not been assessed on that basis and in the interests of the amenity of adjoining residential properties and to accord with Policy SP20 of the Ryedale Plan, Local Plan Strategy.

- 15 Unless otherwise agreed in writing, prior to the occupation of Unit 3, the approved surface water disposal scheme and the approved Package Treatment Plant shall be installed to the relevant British Standards and to the satisfaction of an approved Building Control Inspector.

Reason: In the interests of the securing appropriate drainage in accordance with Policy SP17 of the Ryedale Plan, Local Plan Strategy.

- 16 The Development shall be built in accordance with the following submitted designs;
- Flood Risk and Drainage Assessment for Proposed Works, Alan Wood & Partners, Reference MCB/PS/JC/44928 FRDA-001, Dated 12/02/2021.
 - Drainage Layout, Alan Wood & Partners, Reference CSWK-AWP-ZZ-XX-DR-C-3000, Revision P2, Dated 11/01/2021.
 - Typical Drainage Details Sheet 4, Alan Wood & Partners, Reference CSWK-AWP-ZZ-XX-DR-C-3103, Revision P1, Dated 11/01/2021.
 - Flood Exceedance Layout, Alan Wood & Partners, Reference CSWK-AWP-ZZ-XX-DR-C-3500, Revision P2, Dated 27/01/2021.

A 30% allowance shall be included for climate change and an additional 10% allowance for urban creep for the lifetime of the development. Storage shall be provided to accommodate the minimum 1 in 100 year plus climate change plus urban creep critical storm event. The scheme shall include a detailed maintenance and management regime for the storage facility. Principles of sustainable urban drainage shall be employed wherever possible.

Reason: To ensure that the development is built to the submitted drainage design; to prevent the increased risk of flooding; to ensure the provision of adequate and sustainable means of drainage in the interests of amenity in accordance with Policy SP17 of the Ryedale Plan Local Plan Strategy.

- 17 A) No demolition/development shall commence until a Written Scheme of Investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of significance and research questions; and:
1. The programme and methodology of site investigation and recording
 2. The programme for post investigation assessment
 3. Provision to be made for analysis of the site investigation and recording
 4. Provision to be made for publication and dissemination of the analysis and records of the site investigation
 5. Provision to be made for archive deposition of the analysis and records of the site investigation

6. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.

B) No demolition/development shall take place other than in accordance with the Written Scheme of Investigation approved under condition (A).

C) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition (A) and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.

Reason: This condition is imposed in accordance with Section 16 of the NPPF (paragraph 199) and SP12 of the Ryedale Plan, Local Plan Strategy as the site is of archaeological significance.

18 The crossing of the highway verge and/or footway must be constructed in accordance with the approved details and/or Standard Detail number E50 Rev A for the construction cross-section and with the addition of 6m radius kerbs 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.
- The final surfacing of any private access within 5 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.

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 user in accordance with Policy SP20 of the Ryedale Plan, Local Plan Strategy

MHi-C New and altered Private Access or Verge Crossing -(MHC-03)

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.

19 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. details of any temporary construction access to the site including measures for removal following completion of construction works;
2. wheel and chassis underside washing facilities on site to ensure that mud and debris is not spread onto the adjacent public highway;
3. the parking of contractors' site operatives and visitor's vehicles;
4. areas for storage of plant and materials used in constructing the development clear of the highway;
5. measures to manage the delivery of materials and plant to the site including routing and timing of deliveries and loading and unloading areas;
6. details of the routes to be used by HGV construction traffic and highway condition surveys on these routes;

7. protection of carriageway and footway users at all times during demolition and construction;
8. protection of contractors working adjacent to the highway;
9. details of site working hours;
10. erection and maintenance of hoardings including decorative displays, security fencing and scaffolding on/over the footway & carriageway and facilities for public viewing where appropriate;
11. means of minimising dust emissions arising from construction activities on the site, including details of all dust suppression measures and the methods to monitor emissions of dust arising from the development;
12. measures to control and monitor construction noise;
13. an undertaking that there must be no burning of materials on site at any time during construction;
14. removal of materials from site including a scheme for recycling/disposing of waste resulting from demolition and construction works;
15. details of the measures to be taken for the protection of trees;
16. details of external lighting equipment;
17. details of ditches to be piped during the construction phases;
18. 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.

- 20 In the event that contamination is found at any time when carrying out the approved development, that was not previously identified, it must be reported immediately to the local planning authority, and work must cease until an appropriate investigation and risk assessment must be undertaken. Where remediation is necessary, a remediation scheme must be prepared by competent persons and submitted to the local planning authority for approval. Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be submitted to and approved in writing by the local planning authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other receptors in accordance with Policy SP20 of the Ryedale Plan, Local Plan Strategy.

- 21 Unless otherwise agreed in writing with the Local Planning Authority, the works hereby approved shall be undertaken in accordance with the following recommendations set out in the Preliminary Ecological Appraisal (Wold Ecology December 2020)

- 8.2.5.1 Method for felling the oak tree identified in paragraph 8.2.3.5
- 8.2.5.2-8.2.5.4 Installation of 2 bat tubes or boxes
- 8.4.5.2 Timing of vegetation clearance
- 8.4.5.3 Installation of sparrow and Swift boxes

Reason: In the interests of biodiversity in accordance with Policy SP14 Biodiversity of the Ryedale Plan, Local Plan Strategy.

INFORMATIVE(S)

- 1 The applicant's attention is drawn to the advice regarding Hedgehogs contained in section 8.7.4 of the Preliminary Ecological Appraisal (Wold Ecology December 2020) (the installation of 'hedgehog houses' is not essential).

- 2 The applicant's attention is drawn to the general advice on reducing the effects of external lighting on nocturnal wildlife, contained in section 8.2.5.6 of the Preliminary Ecological Appraisal (Wold Ecology December 2020.)