

Local Plan Publication Stage Representation Form

The Ryedale Plan: Local Plan Sites Document and Policies Map

For Office Use Only

Date received _____

Ref. No. _____

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Please return the completed form by 4.30pm on Friday 22 December 2017 to:

Jill Thompson
Specialist Place Team
Ryedale District Council,
Ryedale House,
Malton,
North Yorkshire,
YO17 7HH

This form can be filled in electronically and e-mailed to:
localplan@ryedale.gov.uk
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www.ryedaleplan.org.uk/local-plan-sites-publication

This form has two parts:

- Part A – Personal Contact Details.
 - Part B – Your representation(s). Please fill in a separate sheet for each representation.

PART A

1. Personal Details*

* If an agent is appointed, please complete only the Title, Name, and Organisation boxes below but complete the full contact details of the agent in 2.

2. Agent's Details

(if applicable)

Title

First Name

Last Name

Job Title (If relevant)

Organisation (If relevant)

Address – line 1

Address line 2

Address line 3

Address Line 4

Aerobics

Telangana

Foreword

PART B - Please use a separate sheet for each representation

Name or Organisation _____

3. To which part of the document or map does this representation relate?

Please tick the document and indicate the specific policy, paragraph, table or map you are commenting upon.

Policy

Paragraph/Table

**Policies
Map**

4. Do you consider the document is:

Please tick as appropriate

a. Legally Compliant Yes No

b. Sound Yes No

c. Complies with the Duty to Co-operate Yes No

Please see next page to fill in your comments

5. Please give details of why you consider the document is not legally compliant or is unsound or fails to comply with the duty to co-operate. Please be as precise as possible.

If you wish to support the legal compliance or soundness of the document or its compliance with the duty to co-operate, please use this box to set out your comments.

6. Please set out what modification(s) you consider necessary to make the document legally compliant or sound, having regard to the matter you have identified at question 5 above where this relates to soundness. (NB Please note that any non-compliance with the duty to co-operate is incapable of modification at examination). You will need to say why this modification will make the document legally compliant or sound. It will be helpful if you are able to put forward your suggested revised wording of any policy or text. Please be as precise as possible.

Please Note: Your representation should cover succinctly all the information, evidence and supporting information necessary to support / justify the representation and the suggested modification as there will not normally be a subsequent opportunity to make further representations based on the original representation at publication stage.

After this stage, further submissions will be only at the request of the Inspector, based on the matters and issues he / she identifies for Examination.

7. If your representation is seeking a change, do you consider it necessary to participate at the oral part of the Examination?

No
I do not wish to participate at the oral part of the Examination

Yes
I wish to participate at the oral part of the

8. If you wish to participate at the oral part of the Examination, please outline why you consider this to be necessary:

Please Note:

The Inspector will determine the most appropriate procedure to adopt to hear who have indicated that they wish to participate at the oral part of the Examination.

Signature

If you are filling in this form electronically by typing your name in this box you are stating to the best of your knowledge all the above information is correct

Signature

Date

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GEORGE F.WHITE



REPRESENTATIONS TO RYDALE LOCAL SITES DOCUMENTS
AND POLICIES MAP
SITE 200

22 December 2017

]

1.0 |Introduction

- 1.1 George F.White (Planning and Development) are instructed to submit these representations to the Ryedale Local Sites Document and Policies Map on behalf of Mr Derek Beal. Mr Beal (and the Beal Pension fund) own site 200 (land west of Malton Road and Haygate Lane) which is located to the south of Pickering. These representations seek to provide confirmation, in line with the Council's own assessment, that site 200 should be allocated for housing as part of the Ryedale Local Sites Document.
- 1.2 This Report provides the Council with further confirmation that as per the Sites Document and Policies Map, Site 200 should be allocated as well as confirming that the Site is deliverable and achievable.
- 1.3 The Statement is supported by the following information and documents:

- Local Plan Publication Stage Representation Form
- Supporting Statement (this Statement) (George F.White)
- Access Feasibility Report (SAJ Consultants)

Purpose of Report

- 1.4 This report establishes the physical, technical and planning policy context in which Site 200 should be considered, and draws together the findings of all the supporting technical material in order to establish the consistency of the proposals with both extant and emerging planning policy at the national and local level. In doing so it is written in sections with the remainder as follows:
- Section 2: provides a description and analysis of the Site and its surroundings;
 - Section 3: sets out summary of the planning policy context in which the Site should be considered;
 - Section 4: considers the main issues
 - Section 5: summarises the representations

- 1.5 Following assessment of the information within this report, we would welcome further discussions with the Council as to the requirements for further information on the site, its inclusion within the local plan and progression of a planning application.

2.0 Site and Surroundings

- 2.1 Site 200 is an arable field located to the south of the town of Pickering and adjacent to its built up area. The site is bounded to the north by residential properties of Millfield Close and Pool Court, by the Ryedale swimming pool and associated open land and some linear residential development along the Malton Road. To the south east the land is bounded by Haygate Lane, to the east by Malton Road (A169) and to the west by agricultural land beyond which lies further residential development. On the opposite side of the A169, the Mickle Hill extra care scheme is under construction.



Figure 1 – Site Location (Google Map)

- 2.2 Currently agricultural access is provided off Haygate Lane via a field gate. It is understood that a further access point exists to the north eastern corner of the land in question directly onto the A169.
- 2.3 The site is largely regular in shape, with one lobe extending to the south west. It comprises c. 5 hectares in total. The site is predominantly level, with a slight depression in part of the site to the west. Part of the site had a former use as a railway line/siding. However this has now ceased and the land returned to agriculture
- 2.4 The Site is very accessible by public transport with in excess of 13 bus stops located within approximately 400 metres of the Site providing access to bus routes across Ryedale and as far as Scarborough. Pickering also has its own train station.

- 2.5 The western boundary of the Site is within Flood Zone 2 and 3 with and the nearest watercourse is Pickering Beck, located 34 m west of the Site.
- 2.6 The Site is not within a designated Conservation Area and does not contain any Listed Buildings or Scheduled Monuments. It bears no statutory designation in terms of landscape, biodiversity or cultural heritage.
- 2.7 There are no heritage assets within the site boundary and no known features of archaeological importance on or under the site.
- 2.8 There are no designated sites of nature conservation importance within the site boundary.
- 2.9 There are no known adverse ground conditions within the site which may affect deliverability.

3.0 Planning Policy

- 3.1 This section outlines the relevant policies of the National Planning Policy Framework (March 2012), the National Planning Practice Guidance (2014 as updated) and key planning policies of the adopted and where relevant, emerging development plan, against which the application should be determined. In addition and where relevant other material considerations are noted and the adopted and emerging Development Plan.

National Policy and Guidance

- 3.2 The National Planning Policy Framework (NPPF (2012)) sets out the Government's planning policies for England and how these are expected to be applied. At the heart of the NPPF is a presumption in favour of sustainable development.
- 3.3 The NPPF (6) establishes that the purpose of the planning system is to contribute to the achievement of sustainable development. It goes on to identify (7) three dimensions to sustainable development; economic, social and environmental setting out (8) that these should be sought jointly. It identifies (9) that:

'pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in peoples quality of life' including (amongst others) 'making it easier for jobs to be created in cities, towns and villages; and widening the choice of high quality homes'.

- 3.4 The foreword goes on to explain the purpose of planning, which is to achieve sustainable development and defines the following;

Sustainable means ensuring better lives for ourselves without making lives worse for future generations; and

Development means growth.

3.5 Setting this in context the foreword confirms that;

- *We must accommodate the new ways by which we earn our living in a competitive world;*
- *We must house a rising population, which is living longer and wants to make new choices;*
- *We must respond to the changes that new technologies offer us.*
- *Our lives, and the places in which we live them, can be better, but they will certainly be worse if things stagnate.*

3.6 Sustainable development is therefore about change for the better and positive growth which makes economic, environmental and social progress. The planning system is about helping to make this happen. As a result and in order to fulfil its purpose of helping achieve sustainable development, planning must not simply be about scrutiny but instead be a creative exercise in finding ways to enhance and improve the places in which we live our lives.

3.7 The NPPF recognises (10) that:

'plans and decisions need to take local circumstances into account, so that they respond to the different opportunities for achieving sustainable development in different areas'.

3.8 It identifies (9) that 'pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in peoples quality of life' including (amongst others) 'widening the choice of high quality homes'.

3.9 However, planning law requires that applications must be determined in accordance with the development plan unless material considerations indicate otherwise (11). Clearly stating the NPPFs intentions (14) sets out that there is a '*presumption in favour of sustainable development*'. For decision-taking unless material considerations indicate otherwise this means (14):

- *approving development proposals that accord with the Development Plan without delay; and*
- *where the Development Plan is absent, silent or relevant policies are out-of-date, granting permission unless:*
 - *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; or*
 - *Specific policies in this Framework indicate development should be restricted.*

3.10 Paragraph 3.1 47 of the NPPF states that,

"To boost significantly the supply of housing, Local Planning Authorities should:

- *Use their evidence base to ensure that their Local Plan meets the full, objectively assessed needs for marketing affordable housing in the housing market area, as far as is consistent with the policies set out in this framework, including identifying key sites which are critical to the delivery of the housing strategy over the plan period;*
- *Identify and update annually a supply of specific deliverable sites sufficient to provide five years' worth of housing ...;*

- *Identify a supply of specific, developable sites or broad locations for growth, for years 6-10 and, where possible, for years 11-15;”*

3.11 Footnotes 11 and 12 of the NPPF are also of relevance:

“11. To be considered deliverable, sites should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years and in particular that development of the site is viable...”

“12. To be considered developable, sites should be in a suitable location for housing development and there should be a reasonable prospect that the site is available and could be viably developed at the point envisaged”.

3.12 Within the 12 core planning principles (17) the NPPF recognises (amongst others) that in:

- *every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth.....;*
- *always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;*
- *contribute to conserving and enhancing the natural environment and reducing pollution. Allocation of land for development should prefer land of lesser environmental value, where consistent with other policies in the Framework;*
- *actively manage patterns of growth, to make fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.*

3.13 Local Planning Authorities are advised (30) in preparing Local Plans that they should ‘support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport’. It goes on (34) to indicate that ‘plans and decisions should ensure that developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised, acknowledging that account would need to be taken of other framework policies, particularly in rural areas’.

3.14 The NPPF confirms that significant weight should be given to the benefits of economic and housing growth to enable the delivery of sustainable development, indicating a key objective to boost significantly the supply of housing. Local Planning Authorities under (47) are required to identify and update annually a supply of specific deliverable sites to provide five years’ worth of housing against their housing requirements with an additional buffer of 5% to ensure choice and competition in the market for land. Where there has been persistent under delivery of housing the buffer should increase to 20% to provide a realistic prospect of achieving the planning supply.

- 3.15 Planning applications for housing should be considered in the context of the presumption in favour of sustainable development. If the Local Planning Authority cannot demonstrate a five-year supply of deliverable housing sites, the relevant policies for the supply of housing should not be considered up-to date (49).
- 3.16 Local planning authorities are required to deliver a wide choice of quality homes (50);
'where it is identified that affordable housing is needed, set policies for meeting this need, unless off-site provision or a broadly equivalent financial contribution can be robustly justified';
- 3.17 The NPPF places emphasis (56) and (57) on high quality inclusive good design as a key aspect of sustainable development, and that it can contribute positively to making places better for people.
- 3.18 Having regard to assessments of the needs for open space, sports and recreation facilities (73) the NPPF requires consideration to be given to opportunities for new provision.
- 3.19 The NPPF acknowledges that planning plays a key role in helping to shape places and secure radical reductions in greenhouse gas emissions (93). It indicates (95) that LPAs should:
'plan for new development in locations and ways which reduce greenhouse gas emissions'
- 3.20 New development is expected (96) to:
'take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption'.
- 3.21 Paragraph (100) advises that development in areas at risk of flooding should be avoided. Local Plans should apply a sequential, risk-based approach to the location of development, directing development away from the areas of highest risk and any residual risk should be managed to ensure that flood risk is not increased elsewhere (103).
- 3.22 The NPPF (109) indicates that the planning system should contribute to and enhance the natural and local environment by protecting and enhancing landscapes, geological interests and soils, recognising the ecosystem, minimising impacts on biodiversity, managing risk of soil, air, water or noise pollution and land instability, and remediating or mitigating contamination which is set out in further detail at (120-125).
- 3.23 During plan making, plans should;
'allocate land with the least environmental or amenity value, where consistent with other policies in this framework' (110).

- 3.24 Paragraph (111) encourages the effective use of land and (112) advises that land of poorer quality should be used in preference to that of higher quality.
- 3.25 Recognition of sites which should be protected for their wildlife or geo-diversity value is stated at (113), with biodiversity networks (114) and the biodiversity principles to be considered in the determination of planning applications set out at (118), requiring local planning authorities to aim to conserve and enhance biodiversity.
- 3.26 The NPPF requires Local Plans to have a positive strategy for the conservation and enjoyment of the historic environment (126) indicating that new development should make a positive contribution to the local character and distinctiveness of an area. The impact of development on heritage assets and their settings should be assessed including any archaeological interests (128 - 141).
- 3.27 Planning decisions must be taken in accordance with the development plan unless material indications indicate otherwise (150).
- 3.28 Significantly paragraph (173) indicates that plans should be deliverable and not subject to a scale of obligations and policy burdens that threaten their ability to develop viably.
- 3.29 Local planning authorities are advised to approach decision-taking in a positive way to foster the delivery of sustainable development (186) and to;
- “Look for solutions rather than problems, seeking to approval applications for sustainable development where possible. Local planning authorities should work proactively with applicants to secure developments that improve the economic, social and environmental conditions of the area”.*
- 3.30 Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition (203), and should only be sought where they meet the tests of being necessary, directly related, fair and reasonable (204).

Development Plan

- 3.31 Planning law requires that applications for planning permission must be determined in accordance with the development plan (section 38(1) Planning and Compulsory Purchase Act 2004) unless material considerations indicate otherwise. Paragraph (196) indicates that the NPPF is a material consideration and (197) reiterates that local planning authorities should apply the presumption in favour of sustainable development.
- 3.32 We understand that the Development Plan for this area is the Ryedale Plan – Local Plan Strategy Adopted 5th September 2013. The relevant policies are;
- Policy SP1 General Location of Development and Settlement Hierarchy
 - Policy SP2 Delivery and Distribution of New Housing
 - Policy SP3 Affordable Housing

- SP4 Type and Mix of New Housing
- Policy SP10 Physical Infrastructure
- Policy SP11 Community Facilities and Services Policy
- Policy SP12 Heritage
- Policy SP13 Landscapes
- Policy SP14 Biodiversity
- Policy SP15 Green Infrastructure Networks
- Policy SP16 Design
- Policy SP17 Managing Air Quality, Land and Water Resources
- Policy SP18 Renewable and Low Carbon Energy
- Policy SP19 Presumption in Favour of Sustainable Development
- Policy SP20 Generic Development Management Issues
- Policy SP21 Occupancy Restrictions
- Policy SP22 Planning Obligations, Developer Contributions and the Community Infrastructure Levy

3.33 The Council implemented CIL on the 1st March 2016. They have now also adopted an Instalment Policy (1 September 2016). This sets out the payment framework for paying CIL Liability operational from 6 September 2016.

4.1 Based upon an assessment of the planning policy and the supporting statements, this section will consider and address the following key issues;

- Local Plan Sites Document (Development Plan Document);
- Deliverability and Achievability;
- Transport, Highways and Access; and
- Flood Risk and Drainage Strategy;

4.2 **Local Plan Sites Document (Development Plan Document)**

4.2.1 The Local Plan Sites Document has been produced as part of the Ryedale Plan - the development plan or 'local plan' for the area which covers the period 2012- 2027. It contains site specific policies for the development of land within this period for a range of land uses. It also includes a limited number of site specific protection policies.

4.2.2 Sites have been identified or allocated for development in this document in order to ensure that the amount of development that the District is committed to providing to 2027 is achieved within this period.

4.2.3 Site 200 has been selected as one of two sites within the Pickering Local Service Centre by the Council and the elected Members for allocation as a housing site. It has been identified that the 5 hectare site has the capability of providing an indicative Yield of 110 units along with areas of open space and a LEAP.

4.2.4 The Site has been given allocated under a specific Policy which states;

SD6 - Housing Allocation - Land to the west of Malton Road, Pickering: Development Principles

Detailed proposals for the development of the site shall include:

- integrated site and boundary landscaping to include landscape areas for play and fitness
- open space/Green Infrastructure to the west of the site (as shown on the Policies Map) is excluded from the developable area to ensure the developable area is outside area at risk of flooding
- retention of the substantive boundary hedge to the Malton Road
- a strategic landscaping swath to the south of the site to define and reinforce the southern approach to the Town
- pedestrian and cycle only routes in and through the development to the site access
- well defined hierarchy of streets and spaces
- designed to enable views of the Spire of the Church of St Peter and St Paul from the Malton Road when approaching the town
- access from Malton Road
- pedestrian and cycle access to Haygate Lane, the open space to the rear of the swimming pool and the public footpath to the western boundary of the site

- on-site children's play space (LEAP)
- sustainable drainage system to be integrated into design
- Capability for electric vehicle charging through the provision of a 13 amp electrical socket for each property with a dedicated car parking space within its curtilage
- Lighting scheme to minimise glare, reduce energy usage, and protect amenity

4.2.5 In order to demonstrate the feasibility of the Site an illustrative Master Plan has already been prepared and submitted in support of the Site during previous consultation rounds (Appendix 1). The Master Plan although draft and prepared ahead of the Local Plan Sites Document, shows general conformity with all the key Development Principles as outlined above. We would anticipate there being enough flexibility within the Site to address the more minor elements such as a suitable lighting scheme and capability of electric vehicle charging points at detailed planning stage.

4.2.6 We support the Council's assessment of Site 200 allocating it as a Site for Housing. We understand and support the Council's justification in those sites not taken forward. We also support the Council's decision to allocate the required housing numbers across two sites rather than through piecemeal development which, due to the number of site required to meet the need, would erode Pickering's historic strip field systems.

4.3 Deliverability and Achievability

4.3.1 In order for a Site to be allocated, in line with the NPPF Footnotes 11 and 12 it needs to be demonstrated that the Site is deliverable and available:

"11. To be considered deliverable, sites should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years and in particular that development of the site is viable..."

"12. To be considered developable, sites should be in a suitable location for housing development and there should be a reasonable prospect that the site is available and could be viably developed at the point envisaged".

4.3.2 We are aware that a number of Sites across Pickering have been promoted by developers. We are unaware of any evidence, planning policy or case law which states or even implies that to be deliverable a developer has to be involved.

4.3.3 The Landowner has taken the decision with regard to Site 200 to self-fund the planning allocation and application process. The reason for doing that is to retain more control of the process, both in regard to the quality of the proposals (which is important to our client being a local landowner) and in terms of the timing of the development coming forward.

4.3.4 It is our experience that where developers have under control via an option agreement, this can take a significant amount of time to commence development post consent, including time to agree price and serve option notices, which can take 6-24 months.

- 4.3.5 Even where developers own the land in question, there is no guarantee it will be brought forward immediately on grant of planning consent. The issue of land banking is well known and the focus of Government intervention announced in the November 2017 budget. The timing of sites brought forward by developers is dictated by a number of factors, including where in the developer's own build program the site sits. That issue is individual to the developer in question and not necessarily dependent on the local market need or ability of the site in question to deliver housing. For precisely that reason land banking stalls delivery of housing and the Government is trying to reduce its impact on the supply of housing to the market.
- 4.3.6 Through controlling the timing and quality of the process up to planning consent and then offering the site for sale, our client will be able to find a developer able to deliver high quality development at a time in line with the market demand. Given the fact such a developer will be buying the site with consent, the impetus will be on them to develop the site as soon as possible post purchase. Our experience of such matters is that developers purchasing sites from the market only do so if they intend to develop in the immediate short term, thus negating the issue of potential land banking.
- 4.3.7 Given the lack of constraints to the site's development (as confirmed by the council) and the assessment of the site as suitable in all respects, it is therefore apparent that the lack of contractual position on the site is not a material reason for the site to be discounted and indeed may mean delivery is swifter and more market orientated.

4.4 Transport, Highways and Access

- 4.4.1 Paragraph 29 of the NPPF confirms that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives and the transport system needs to be balanced in favour of sustainable transport modes
- 4.4.2 It is noted that one of the Design Principles as outlined in SD6, is that the development must have access from Malton Road, which does not compromise the operation of the existing junctions in the vicinity of the site. An Access Feasibility Report has been commissioned and has previously been submitted in support of the assessment of the Site (included in Appendix 2). That demonstrates that such an access can be provided and will be subject to further detail responding to site specific circumstances at the time of design.
- 4.4.3 We do note and accept that a Transport Assessment and Travel Plan will still be required as part of the submission of a planning application, as well as the provision of electric vehicle charging through a 13 amp electrical socket for each property with a dedicated car parking space within its curtilage.
- 4.4.4 As already demonstrated the Site is in a Sustainable location and inline with SD6, there is the opportunity to connect to and enhance the existing pedestrian and cycle only routes in and through the development to the site access. That principle will be embraced at the time of application.

4.5 Flood Risk and Drainage Strategy

- 4.5.1 Part of the site (western edge) is within Flood Zone 2, and so there is recognition that this area of the site submission fails the Sequential Test, and as shown in the submitted Master Plan has been excluded from the developable area. This approach was supported by the Environment Agency in their response to the 2015 Sites Consultation. Further work will be done at the time of application to confirm the actual extent of any land liable to flooding on site and the design will respond accordingly.
- 4.5.2 It has been identified that consideration will need to be given to the treatment of surface water through the implementation of SuDS in line with the North Yorkshire County Council SuDS Design Guidance. The drainage survey will be one of the first surveys to be carried in advance of a planning application to enable the design of the development to respond to and incorporate the principle of SuDs.

5.0 Summary of Representations

- 5.1 These representations add support to the Council's allocation of Site 200 in the Local Plan Sites Documents.
- 5.2 They provide further supporting information in regard to the site's deliverability for housing development. The detailed principles suggested by the Council in the site's allocation have already been embraced in the illustrative masterplan previously prepared for the site and the access feasibility study.
- 5.3 It has been demonstrated that the site is deliverable in a way to respond to the market and need for housing within the market area.
- 5.4 We therefore support the Council's allocation of the site and if necessary would welcome further discussions in support of the site in the Local Plan Sites Document adoption process.

GEORGE F.WHITE

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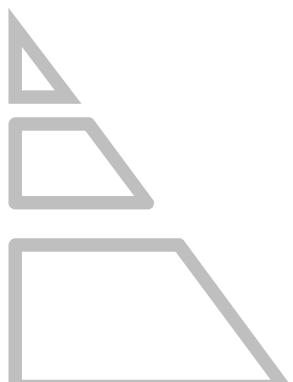
MR DEREK BEAL

**Proposed Residential Development
Land at Malton Road, Pickering**

Briefing Note 1 – Site Access Layout

Final

March 2016



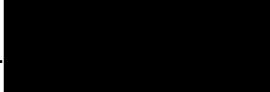
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PROJECT:	Proposed Residential Development, Malton Road, Pickering
JOB NUMBER:	JN11847
REPORT:	Briefing Note 1 . Site Access Layout
REV NO./STATUS:	Final
FILE NAME:	JN1184-Rep-0001.0 Briefing Note 1
CLIENT:	Mr Derek Beal
CLIENT'S REFERENCE:	

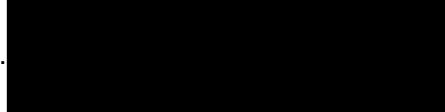
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REPORT HISTORY

Report No.	Rev No./Status	Comments	Prepared By	Checked By	Approved By	Date
0001.0	Final	For Issue	PB	SAJ	SAJ	14/03/2016

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FIGURES

1. Site Location Plan

APPENDICES

- A. Proposed Access Layout

1. INTRODUCTION

1.1 Background

- 1.1.1 S-A-J Transport Consultants Ltd has been commissioned by Mr Derek Beal to advise of the highway and transport related impacts associated with a proposed residential development of up to 110 units on land off Malton Road, Pickering in North Yorkshire.
- 1.1.2 Figure 1 shows the location of the site. The proposed development site is located to the south of Pickering and to the west of Malton Road.
- 1.1.3 Discussions have been held with the local planning authority regarding the development of the site and the following comments have been received regarding access to the site.

"How the site is accessed will also need consideration because of the proximity to the access which serves the Mickle Hill extra care scheme which is under construction in the other side of the A169. Preliminary discussions with the Highways Authority suggests there are options available which will be capable of providing a suitable access."

"Access would need to be provided from the A169. Haygate Lane is sub-standard. The Scheme at Mickle Hill has a junction which will need to be taken into account in assessing the position of the junction to serve this site. The road speed is national speed limit and there is a gentle bend in the road. Some form of speed reduction is likely to be necessary. Site will require two access points (second one as an emergency only as a minimum)."

- 1.1.4 This Briefing Note reviews the access options for the site taking into account the comments made by the local highway authority.

2. MICKLE HILL EXTRA CARE SCHEME

- 2.1.1 The Mickle Hill Extra Care Scheme is currently being constructed on the east side of Malton Road opposite the proposed site. A new access junction on Malton Road has been approved to serve the extra care scheme and it is understood that visibility splays of 2.4 x 120m were required to be provided at the junction in both directions.
- 2.1.2 In addition, the approved extra care scheme will also relocate the change in speed limit from 30mph to the national speed limit to a position to the south of the access location.

3. PROPOSED SITE ACCESS LAYOUT

- 3.1.1 To assist in assessing the location of an access to serve the site reference has been made to the North Yorkshire County Council Residential Design Guide.
- 3.1.2 This document states that for a local distributor road, which in this location it is considered Malton Road acts as, then junction spacing should be 60m for junctions on the same side of the road and 35m for junctions on the opposite side of the road.
- 3.1.3 Taking this into account it is considered that the most suitable location for the proposed access to serve the site is 35m to the north of the access serving the extra care scheme on the opposite side of the road. This results in the proposed access being 60m south of the Malton Road/Crossgate Lane junction.
- 3.1.4 The proposed access is therefore as shown on the drawing included at Appendix A, which also shows the approved access for the extra care scheme. It is evident that this is in accordance with the NYCC design guide and as shown also provides 2.4 x 120m visibility splays in both directions as required for the extra care scheme.
- 3.1.5 With regards to emergency access, it is considered that for a development of this size and emergency access is not required, however, should the local highway authority require this then it is considered that it could be provided from Haygate Lane on the southern boundary of the site. This would ensure no conflict with either the main site access or the access to the extra care scheme.

4. SUMMARY AND CONCLUSION

4.1 Summary

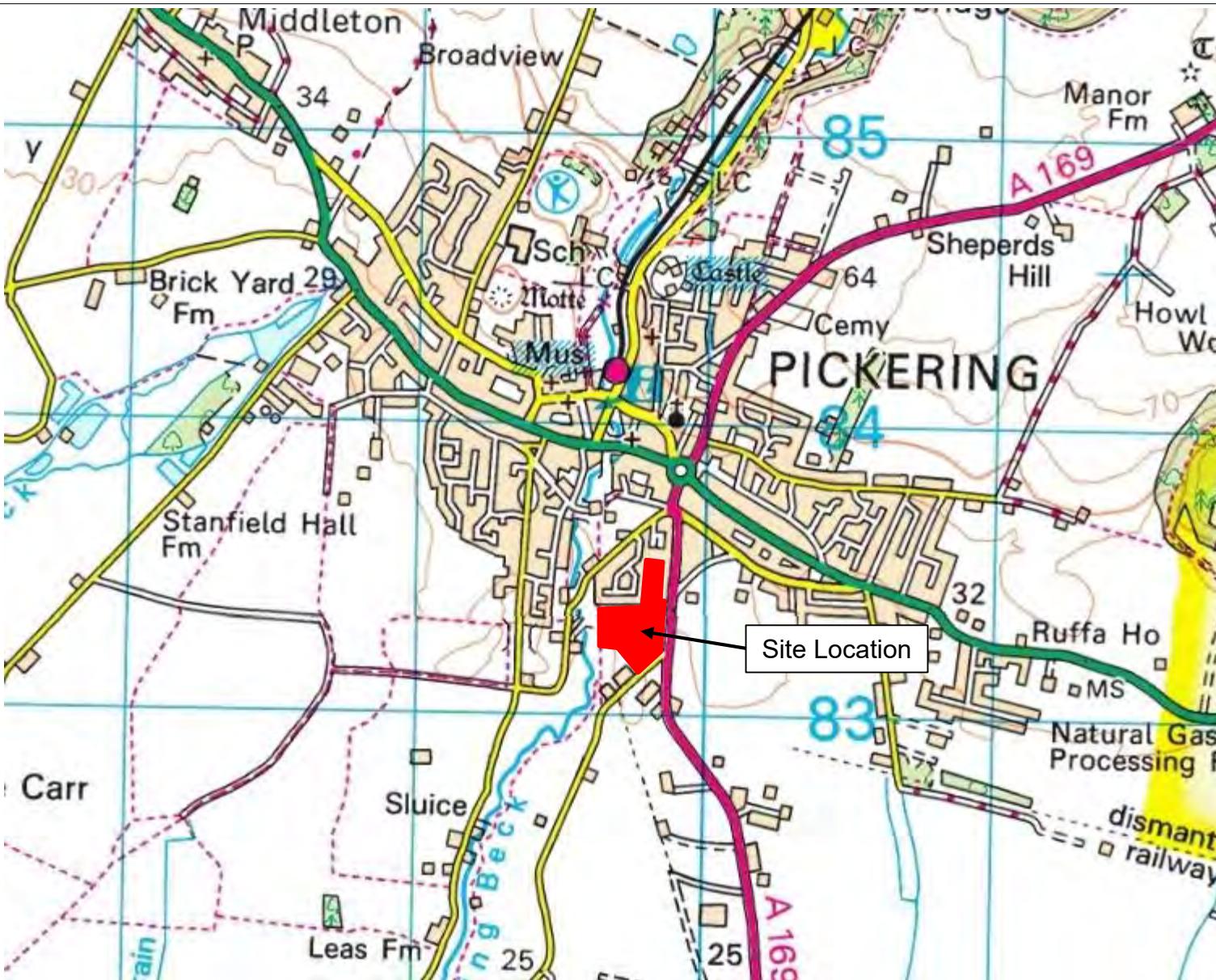
- 4.1.1 S-A-J Transport Consultants Ltd has been commissioned by Mr Derek Beal to assess the highways and transport related impacts associated with a proposed residential development of up to 110 units on land off Malton Road, Pickering in North Yorkshire.
- 4.1.2 This Briefing Note presents details of the proposed access strategy to serve the developments site, which has been demonstrated to be in accordance with the North Yorkshire County Council Residential Design Guide.

4.2 Conclusion

- 4.2.1 It is concluded therefore, that the proposed access layout to serve the proposed development should be agreed in principle by the local highway authority.

FIGURES

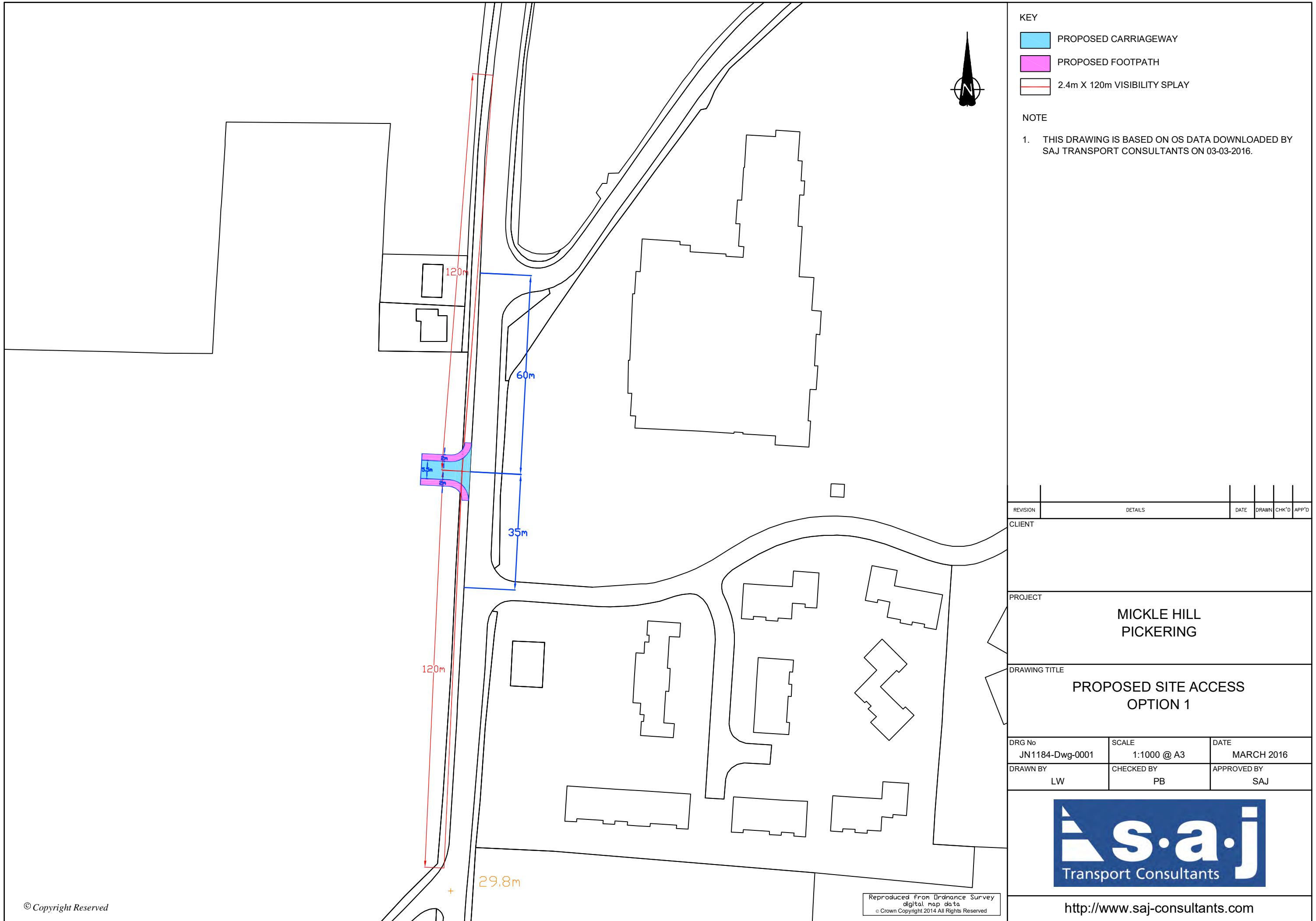
KEY



CLIENT	PROJECT	DRAWING TITLE
Mr Derek Beal	PROPOSED RESIDENTIAL DEVELOPMENT – MALTON ROAD, PICKERING	SITE LOCATION PLAN
DRG No JN1184-Dwg-Sk-0001.0	SCALE NTS	DRAWN BY PB
DATE JUNE 2015	CHECKED BY SAJ	APPROVED BY SAJ

Appendix A

**Drawing No. JN1184-Dwg-0001.0 – Proposed
Site Access Layout**



ILLUSTRATIVE MASTERPLAN



④ PROPOSED LOCATION OF NATIVE TREE TYPES, SET IN A SPACE TO ALLOW NATURAL GROWTH TO MATURITY

