

# Botton Village

## Creation of a car park to serve existing village centre Planning Statement

indigo.

**Botton Village**  
**Creation of a car park to serve**  
**existing village centre**  
Planning Statement  
February 2019

NYMNPA

14/03/2019

**Indigo**

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Planning Statement

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**Appendix 1**  
Site location plan

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Decision notice

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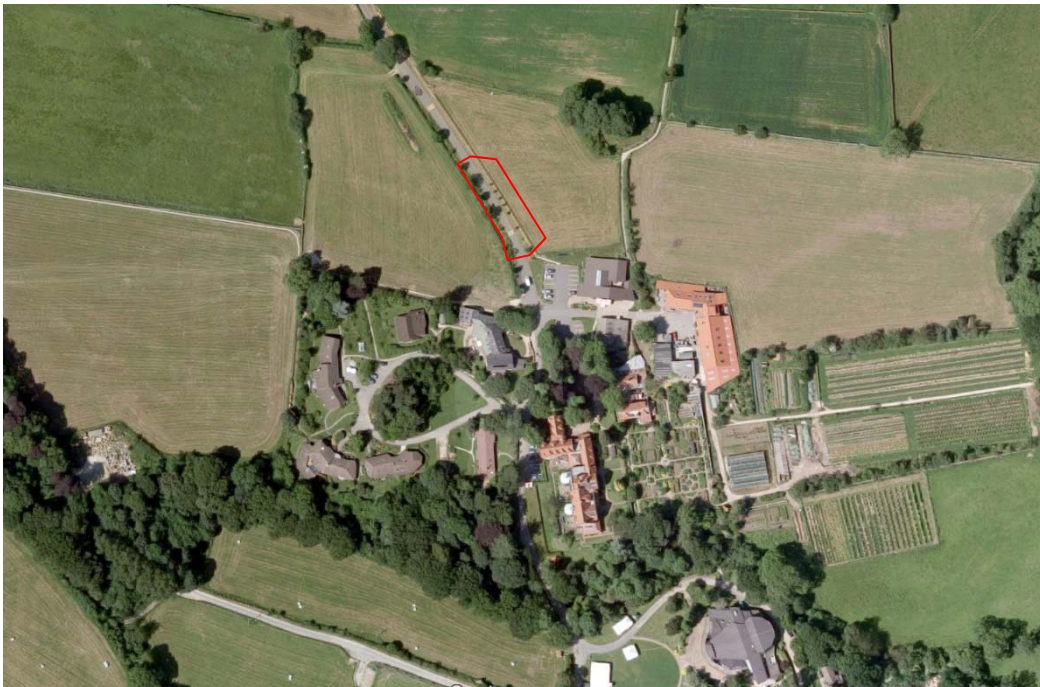
# 1. Introduction

- 1.1. Indigo Planning has prepared this Planning Statement on behalf of The Camphill Village Trust Ltd (CVT) (the applicant) in support of a planning application for a car park at Botton Village, Danby, Whitby, North Yorkshire, YO21 2NJ. A site location plan is provided at **Appendix 1**.
- 1.2. Full planning permission is sought for:
- “Creation of a car park to serve existing village centre”.*
- 1.3. This application represents a resubmission of previous planning applications ref: NYM/2017/0605/FL and NYM/2018/0374/FL. The first application submitted (ref: NYM/2017/0605/FL) proposed the *“creation of car park with traffic calming measures to serve existing village centre at land adjacent to Botton Village Store, Botton Village, Danby”*. The application was considered by Members at Planning Committee on 16 November and subsequently refused on 20 November 2017, contrary to Officer recommendation. A copy of the decision notice is included at **Appendix 2**.
- 1.4. A revised planning application (ref: NYM/2018/0374/FL) was submitted to the Council 24 May 2018 and proposed the *“creation of car park to serve existing village centre”*. In preparing the revised planning application, the applicant sought to address the reason for refusal of the previous planning application which is set out in full below:
- “The proposed development by reason of its location outside the main built up part of the Botton village centre neighbourhood and prominent position at the entrance to the neighbourhood and its large scale engineered design and appearance together with the associated bunding and bollard lighting would represent an intrusive form of development in the countryside. The intrusive impact would be particularly harmful from middle distance views in the vicinity of Stormy hall and long distance views from the higher ridge road north-east of Castleton Rigg. Furthermore, the development would disrupt local landscape character which is characterised by strong pattern of lines of hedges and acerbate the levels of existing incongruous development as set out in the 2003 North York Moors Landscape Character Assessment as updated by the draft un-adopted 2017 version. The claimed traffic management benefits do not outweigh the landscape impact and as such, the proposal would be contrary to the provision of Core Policy A and Development Policy 24 of the NYM Core Strategy and Development Policies 2008”.*
- 1.5. During the determination of application ref: NYM/2018/0374/FL extensive discussions with Officers took place on the principle of development, the car park design and location and scale. As a result of these discussions, the scheme has been revised a second time to fully address the key points raised. The purpose of this statement is therefore to demonstrate that the currently proposed development addresses the key points of discussion and is fully compliant with the relevant policies of the statutory Development Plan, having regard to other material planning considerations.
- 1.6. In summary, the scheme is acceptable and should be considered favourably for the following reasons:
- Reason 1: The principle of the proposal accords with planning policy
  - Reason 2: The proposal will not represent an intrusive form of development
  - Reason 3: The proposal will not disrupt local landscape character

## 2. Site context

### The site and surroundings

- 2.1. Botton Village is located within the North York Moors National Park at the head of Danby Dale. The village is accessed from the Blakey Road via Castleton and Ainthorpe and comprises eight dispersed 'neighbourhoods'. The village is managed by Camphill Village Trust and is home to over 150 people including 90 adults with learning disabilities.
- 2.2. The application site comprises a narrow strip of land which is part of an existing agricultural field. It is situated on the eastern side of the main access into the centre of the village. Here, the land slopes up from the roadside in a west to east direction. The site is located adjacent to the main centre of Botton Village where the village store and café are located along with workshops.



Approximate site boundary Source: google maps

### Planning history

- 2.3. A review of the North York Moors Planning History records has been undertaken and a summary of the relevant planning applications provided below.
- 2.4. Planning application ref: NYM/2018/0374/FL proposed the creation of a car park to serve the existing village centre and was submitted to the Council on 24 May 2018. This application is pending consideration.
- 2.5. Planning application ref: NYM/2017/0605/FL proposed the creation of car park with traffic calming measures to serve existing village centre at land adjacent to Botton Village Store, Botton Village and was refused at Committee on 20 November 2017 following a recommendation of approval by Officers.
- 2.6. Planning application ref: NYM/2017/0219/FL proposed the remodelling of and extension to the village store at Botton Village Store, Botton and was approved 3 October 2017.

### 3. Proposed Development

#### Proposal

3.1. This application seeks full planning permission for the following:

*“Creation of a car park to serve existing village centre”.*

3.2. The car park includes provision for 20 no. vehicles with an in/out access arrangement. The spaces are laid out in a linear bank of spaces running adjacent to the main access road serving the centre of the village.

3.3. When the first application was refused, a detailed review of the scheme was undertaken to directly seek to address the reason for refusal. Subsequently, this resulted in a significant redesign of the proposed car park for application NYM/2018/0374/FL which involved the following changes:

- Reduction in the number of car parking spaces from 41 to 37;
- Redesign of the site levels so that the car park sits comfortably within the landscape;
- Complete redesign of the car park layout to reflect an organic approach more akin to the site's settings and surrounds;
- Increased level of landscaping along the approach road to the centre of the village and the western boundary of the car park; and
- Omission of traffic calming measures.

3.4. Since submission and subsequent discussion with the council, a further detailed review of the scheme has been undertaken to improve upon the previous submission and fully address the concerns raised. We believe this scheme is fully compliant and acceptable to the Council. The further changes are set out below:

- Reduction in the number of car parking spaces from 37 to 20 (a total reduction on 21 spaces from the original scheme);
- Relocation of the application site from the land to the west of the access road to a site immediately adjacent to the road, further reducing visual impact to the site surroundings;
- Redesign of the site so that car parking is limited to a linear bank of spaces;
- Reduction in site area so the car park better integrates with the site settings, surroundings and landscape;
- Relocation of the existing footpath with a raised pedestrian footpath around the eastern side of the car park, protected by a retaining wall and fencing; and
- Introduction of a second footpath from the car park to the village, which creates a safe route for pedestrians.

3.5. Each of these matters has been detailed and explained further in the following sections.

#### Rational for proposal

3.6. There is an immediate pressing need for a new car park within Botton Village principally as a result of recent organisational changes which means that existing parking provision is no longer sufficient to meet CVT's operational requirements. The need for the new car park is therefore primarily required to alleviate existing parking and access issues within the village.

3.7. In terms of current parking provision within Botton, there are 13 no. formal spaces adjacent to the Village Store, 7 no. spaces opposite the main car park and 4 no. informal space on the road approaching the village. The remainder of parking spaces within the village are unmarked and arbitrary which promotes careless parking and potential conflicts within the

highway between vehicles and pedestrians.

- 3.8. The proposed new car park is intended to rationalise parking provision throughout the village by focusing it towards the centre of the village adjacent to the main non-residential uses including the village store and café. It will primarily be for the use of existing Botton visitors, staff, co-workers, residents and relatives of residents visiting the village.
- 3.9. The need for the car park has also arisen following the approval of planning permission ref: NYM/2017/0219/FL which sought a modest extension to the village store and café to include a terrace and weatherproof disabled access and toilet. Proposals for the replacement of the existing car park adjacent to the store with an amenity space including the creation of a children's play area to serve the café and village store did not form part of the approved scheme. However, it was made clear through the application submission that CVT do intend to deliver these works in the future.
- 3.10. Without approval for the new car park, these improvements, which are intended to benefit all those who live and visit Botton, cannot be delivered.
- 3.11. Contrary to previous concerns raised, the car parking provision is intended primarily to serve existing visitors who are already travelling to Botton rather than facilitating a significant increase in demand as a result of prospective new visitors to the village.

### **Operational change**

- 3.12. Over recent years, there has been a shift in CVT's organisational remit which has resulted in the progression from what was once a relatively closed and inward facing format, to that which is considerably more inclusive and wide ranging. Recently, both visitors of Botton residents and those from surrounding areas have been encouraged to visit Botton residents in an attempt to improve integration and engagement with neighbouring settlements and communities.
- 3.13. There has also been a shift in the way in which care is delivered in Botton Village which means that at the time the original car park was constructed, it was designed to support a completely different organisation. Operationally, this means that the existing provision is no longer sufficient to meet the needs of Botton Village.
- 3.14. Previously, the majority of Botton employees, lived on site removing the need for a high number of vehicles for personal use. The village has now moved away from this model of care and is consequently heavily reliant on employees who live outside of the community. Given the isolated nature of the settlement, employees are therefore required to commute to work by car which has resulted in an unavoidable increase in traffic and resultant demand for parking in the village.
- 3.15. Currently, there are very few spaces available to accommodate staff vehicles outside residential properties meaning a number of staff are forced to park outside the store resulting in an under provision of spaces for both residents and visitors.

### **Reduce the number of vehicles within the village centre**

- 3.16. At present, vehicle traffic comprises that of either staff, visitors, contractors or deliveries and currently, parking provision is insufficient to meet demand.
- 3.17. There are currently between 120-300 people living and working within the community at any one time therefore, there are large number of vehicles which travel to and park within the village on a daily basis. This, added to the level of visitor vehicles, means there is increasing pressure on existing provision.
- 3.18. The proposed car park is designed to capture vehicles at the gateway to the village to actively discourage car usage and to promote walking through the narrow village roads



- 3.19. CVT would like to reduce the number of vehicles within and around the village centre given this is where many of Botton's elderly and vulnerable residents live. Proposing the car park on the approach in to the village would remove the need for cars to travel any further than the centre of the village.

### **Safety**

- 3.20. Botton Village is home to an ageing population of around 90 people; many of whom have a learning disability or mobility problems. For the safety and wellbeing of their vulnerable residents, CVT's would like to keep as many vehicles separate from the local population.
- 3.21. Providing parking at the gateway of the village would mean the number of vehicles within the village will significantly reduce the potential for conflicts between pedestrians and vehicles.
- 3.22. In addition, high vehicle usage and informal parking within the village hinders access for emergency services vehicles. It is paramount that in emergencies, these vehicles can access all areas within the village, quickly and safely.

### **Encourage a shift from car usage**

- 3.23. CVT would also like to encourage a shift from car and vehicle usage within the village generally. Restricting vehicular access to certain parts of the village will in itself, encourage residents, staff and visitors who are able, to walk within the village rather than drive unnecessarily along the narrow lanes.
- 3.24. This aspiration is also reflected in CVT's desire to introduce a bike scheme to the village which will provide access to bikes as an alternative way to travel between the settlements in the village. Although the scheme is in the early stages of inception, it demonstrates CVT's commitment to encourage the shift away from car usage.

### **Alternative locations**

- 3.25. During determination of the previous application, Officers questioned whether an alternative location for the car park would be more appropriate. The applicant invited Officers to visit the site and has worked closely with them to explore the potential of other alternative locations within the village. The revised scheme has directly responded to these comments and an alternative location is proposed along the east of the main road. This alternative location is supported by Officers.
- 3.26. Through this process, it was concluded that there were no other suitable alternative sites to accommodate the proposed scheme.
- 3.27. The car park's primary purpose is to capture resident, staff and visitor cars at the gateway in to the village with the intention of preventing dispersal of informal parking throughout the village and a high number of vehicles travelling down the narrow lanes.
- 3.28. To achieve this, the car park must be located along the approach to the village, adjacent to the village store and café. An alternative location away from the village entrance would not fulfil the proposed role and function of the car park, nor would it improve the safety of Botton's vulnerable residents given vehicles would still be required to drive beyond the centre of the village.
- 3.29. Therefore, the alternative location proposed both addresses the comments made by Officers, whilst still maintaining the proposed function of the car park and safety improvements required and significantly reduces the visual impact when compared to previous schemes.

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## Landscaping

- 3.30. A number of small trees will need to be removed or replanted to facilitate the creation of the parking spaces along Hall Drive however, these trees are not considered to hold any significant value. A greater level of the existing landscaping along the main access in to the village has been retained along the western side, resulting from the alternative site location proposed.
- 3.31. Additional landscaping is proposed to the east of the car park and pedestrian walkway. As with the previous applications, additional landscaping in the form of native trees and hedges has been introduced to provide additional screening.

## Lighting

- 3.32. The revised scheme negates the need for the introduction of bollard lighting along the main access in to the village.
- 3.33. The revised scheme adopts a minimalist approach to lighting which will comprise the installation of small downlights which will be recessed at intervals, within the side of the retaining wall thereby preventing light spillage beyond the boundary of the car park.

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## 4. Reason 1 – The principle of the proposal accords with planning policy

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- 4.1. This section assesses the principle of the proposed development against relevant, up to date policy considerations.

### Principle of development

- 4.2. The application site lies within the open countryside within the adopted North York Moors Core Strategy and Development Policies document (2008).
- 4.3. Core Policy A states that priority will be given to providing for development in locations and of a scale which will support the character and function of individual settlements. Development Policy 24 of the Core Strategy and Development Policies document (2008) states that transport infrastructure in the form of public car parks will be permitted where they form part of a co-ordinated approach to traffic management, will help solve existing identified parking problems and will benefit both existing communities and visitors to the Park.
- 4.4. In this regard, the scale of the proposal is considered to be modest in scale and proportionate to directly address the level of additional demand created by the identified existing car parking issues within Botton Village. The car park is directly intended to support the role and function of the village by providing parking provision to support its residents, staff and visitors thereby supporting the ongoing and future vitality and sustainability of the village.
- 4.5. The car parking spaces proposed at Botton Village will not lead to a significant increase in visitor numbers and no consequential impact on the amenity or safety of Botton residents or on access and highways safety. The proposals will also assist in minimising the environmental impacts of transport by encouraging walking and the use of cycles within the village in accordance with the policy.
- 4.6. In accordance with Core Policy M, the proposed development would also assist in minimising the environmental impacts of transport and increase road safety for the benefit of all users.

### Design

- 4.7. Development Policy 3 *Design* seeks to maintain the character of the Park by ensuring a high standard of design is incorporated to protect the quality of the environment, includes appropriate landscaping, does not adversely affect the amenities of neighbours.
- 4.8. In these terms, the siting, orientation and layout of the proposal seeks to preserve views in to and out of the site to ensure that the character and quality of the area is maintained and reduce any visual impact on the setting and appearance of the area. The proposed development therefore accords with Development Policy 3 and Core Policy A in that it seeks to conserve and enhance the landscape through the mitigation measures proposed.

### Ecology

- 4.9. An Ecological Appraisal was carried out by Eco Surv Ecological Consultants in relation to the wider development proposals relating to the extension to the village store and café. The remit of the report extends to include the application site and provides an assessment of any potential ecological impacts resulting from the proposed development.
- 4.10. The report summarises that no evidence of the presence of badger was found within the site

and confirms that the site is considered unsuitable for reptiles.

- 4.11. A small number of trees will be lost as part of the proposal, however, additional tree planting intended to mitigate any loss significantly outweighs any adverse impact.
- 4.12. In considering the previous scheme, Yorkshire Wildlife Trust raised no objection to the development proposed.
- 4.13. The proposed development therefore accords with the provisions of Core Strategy Core Policy C *Natural Environment, Biodiversity and Geodiversity* and Development Policy 1 *Environmental Protection*.

## Highways

- 4.14. It should be noted that North York Moors Highways Officer raised no objections to the previous scheme. However, to address their previous comments, the revised scheme ensures sufficient manoeuvring space between the parking spaces and road. The rationale for the proposed car park has been outlined in detail in the previous sections.
- 4.15. The revised car park layout and access arrangements are wholly acceptable from a highways perspective and have a positive impact on highway safety for vulnerable residents and visitors by formalising parking arrangements and decreasing potential vehicle and pedestrian conflicts within the wider settlement.
- 4.16. In this regard, it is considered that the revised scheme which results in a reduction in 21 no. spaces when compared with the original layout, raises no concerns from a highways perspective. The proposal directly accords with Core Strategy Development Policy 24 in that it directly seeks to solve existing identified parking problems.

## Summary

- 4.17. It has been demonstrated that the application fully accords with the provisions of the adopted Development Plan. In these terms, NPPF para, 14 states that development proposals that accord with the development plan should be approved without delay.
- 4.18. It should also be noted that the previous scheme was supported by Officers who found that there were no material considerations to indicate a refusal of planning permission was warranted.
- 4.19. The revised scheme represents a significant improvement in design terms to that previously presented. In this regard, the principle of development should be considered acceptable by the local planning authority.

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## 5. Reason 2 - The proposal will not represent an intrusive form of development

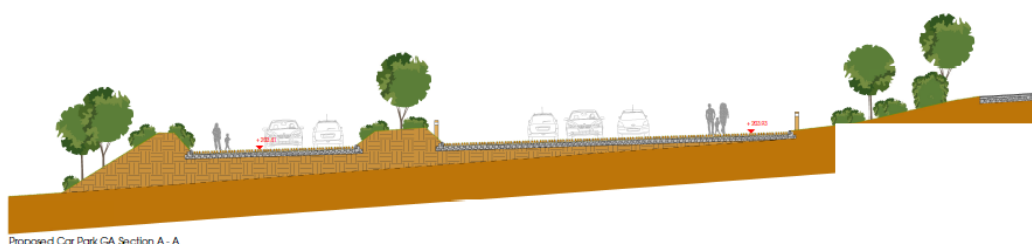
- 5.1. The reason for refusal cited on the decision for planning permission ref: NYM/2017/0605/FL states *“the proposed development by reason of its locations outside the main built up part of the village centre neighbourhood and prominent position at the entrance to the neighbourhood and its large scale engineered design and appearance together with the associated bunding and bollard lighting would represent an intrusive form of development in the countryside”*.
- 5.2. In direct response to the decision and concerns raised by Committee Members in their consideration of the previous scheme, the design of the car park was carefully considered and redesigned through the revised application submitted earlier this year. The alternative location proposed in this application provides further improvement on the design and reduces visual impact on its surroundings. CVT have also instructed a specialist to undertake a Landscape Visual Impact Assessment to support the application.

### Location

- 5.3. As discussed in detail in Section 3, due to the intended nature and function of the proposal, there is no other alternative location within the village which is suitable to accommodate the proposed car park. The new proposed location provides 20 spaces along the main access into the village. In comparison to the previous scheme, the proposed location is closer to the village store and café and is well integrated with the existing access road.
- 5.4. Its primary purpose is to discourage current car parking practices and to remove the need for vehicles to travel through the village thus directly improving the safety of Botton residents and visitors. Locating the car park elsewhere in the village would require vehicles to travel through the narrow roads within the central part of the village which would have the reverse effect. Locating the car park on the approach in to the village is directly addressing the intended function.
- 5.5. The site is well located to the main centre of Botton Village directly adjacent to the access road and built form which includes the village store and café to the south. The car park will form a congruous and natural extension to the settlement and road rather than being viewed as a separate isolated development.

### Design

- 5.6. In terms of the design, figures 1 to 3 below set out the key changes through the three proposals.



Proposed Car Park GA Section A - A  
1:100  
Figure 1. Previous scheme section

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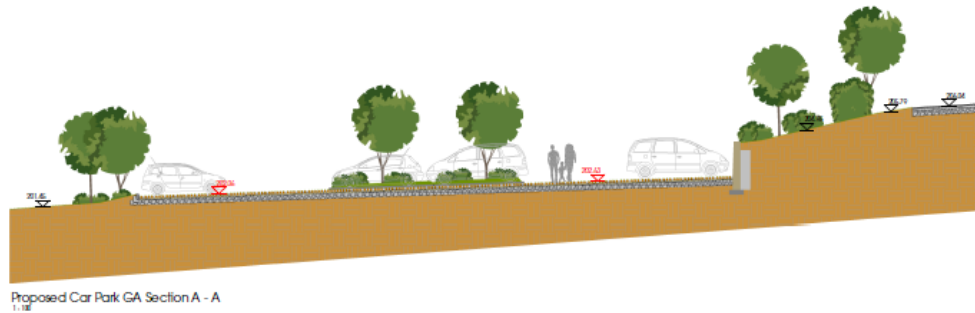
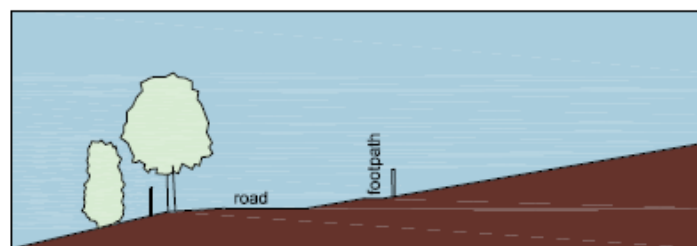


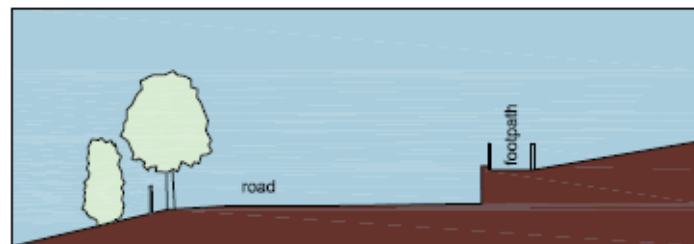
Figure 2. Revised scheme section

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EXISTING CROSS SECTION A:A 1:50



PROPOSED CROSS SECTION A:A 1:50

Figure 3. Current proposed scheme section

- 5.7. To address the officers' concerns over the scale and design of the development, this application reduces the need for landform changes. It is now proposed that the car park will sit adjacent to the road, requiring only very minor landscape changes to the eastern side. A retaining wall is proposed to the east of the car park to accommodate the widened roadside and raised footpath.
- 5.8. Given the reduced scale of development, the landform changes required are minimally intrusive in comparison to the previous proposals. Without the requisite landform changes, the site cannot safely accommodate a car park.
- 5.9. The proposed car park will continue to be screened from the west by the trees and hedgerow. To the east the site naturally rises, providing the additional beneficial effect of reducing the prominence and visibility of the site.
- 5.10. Due to the new site location, there is no need for a specific access/egress point. Instead, the car parking spaces are accessed directly from the main road. The layout and design of

the car park has been significantly simplified to enable easy and safe access, as well as minimising the level of projection into the surrounding landscape.

- 5.11. A greater level of the existing landscaping along the main access in to the village has been retained by introducing new soft landscaping along the south-west border of the access road. As discussed in section 4, the trees lost through building the car park will be mitigated by replacement trees east of the car park and pathway. The materials used on the pathway and retaining wall further integrate the proposal with the landscape.
- 5.12. Traffic calming measures are proposed through this application which entail a ramp at either end of the parking spaces, causing traffic to slow down when approaching the car park. This will replace one existing speed bump located north of the existing car parking spaces along the access road.

### **Lighting**

- 5.13. The revised scheme removes the need for the introduction of bollard lighting along the main access in to the village.
- 5.14. For health and safety reasons, it is paramount that the car park is lit. Botton Village has many residents and visitors who are visually impaired and who although may not drive, are regular passengers in vehicles and will be required to navigate the car park. Insufficient lighting in the car park, particularly during days which do not benefit from many daylight hours, could therefore be detrimental to safety and wellbeing. Similarly, lighting is necessary to guide car users safely to the parking spaces to avoid any conflicts with pedestrians.
- 5.15. However, lighting has been reduced to the minimal level required and will be installed via small downlights which will be recessed at intervals, within the side of the retaining wall. As a result, there will be no light spillage beyond the car park thereby, significantly reducing any potential effects of light pollution.

### **Summary**

- 5.16. The proposed car park has been relocated and fully redesigned to reduce the size of the car park and incorporate a series of measures which directly seek to minimise any impact of the proposed development on the character and setting of the area. On this basis, the car park is not considered to represent an intrusive form of development in the countryside.
- 5.17. This is further supported by the findings of the Landscape and Visual Impact Assessment set out in further detail in the following section.

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## 6. Reason 3 – The proposal will not disrupt local landscape character

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- 6.1. In addressing the previous reason for refusal and Committee Members' concerns relating to visual and landscape character impact and discussion with officers, a revised Landscape Visual Impact Assessment (LVIA) has been prepared by Rosetta Landscape Design in respect of the application.
- 6.2. From a desktop study and site inspection a total of 14 individual receptors have been identified as being potentially subject to some form of visual impact from development within the study area following completion.
- 6.3. Within the LVIA an assessment of the sensitivity of each of these receptors to changes of view has been undertaken along with the magnitude of the anticipated changes during development and following completion including the residual effects ensuing any proposed mitigation measures.

### Effects during construction phase

- 6.4. During the construction phase of the development, the principal impact would result from works required to erect the new car park and partially from vehicles entering and leaving the site, machinery and engineering works. As the construction phase nears completion, the impact from construction activity will decrease and that from permanent use of the site will increase. The level of sensitivity to resultant changes will invariably be greatest at properties closest to the site. Visual effects during the construction phase will not be significantly adverse. In terms of impacts on landscape character, the principal impact will arise by introducing complexity to the local landscape (ie construction paraphernalia) that inevitably accompany any construction project.
- 6.5. This will initially appear as a discordant feature in the landscape but throughout the phase, will give way to a more ordered landscape. Nonetheless, of all the receptors assessed, the level of visual impact will not be significantly adverse.

### Effects during operational phase

- 6.6. In terms of visual impacts, for road traffic any view of the adjacent land are incidental. Sensitivity of road users is therefore assessed as medium.
- 6.7. Traffic travelling east on the road past Stormy Hall would have a direct view of the new car park on completion in the middle distance. This would however be partially screened by the hedge and existing tree line. As a result the magnitude of change in the views compared with the baseline situation is assessed to be small which results in the overall level of impact as 'Minor'.
- 6.8. Traffic on the road to the east of Casteton Rigg and on Falcon Drive would have limited oblique views of the new car park on completion – in both cases this would be partially screened by intervening vegetation. As a result of these factors the magnitude of change in the views compared with the baseline situation is assessed in both cases to be very small which results in the overall level of impact as 'Negligible'.
- 6.9. From all other view-points assessed, the level of visual impact is concluded to be 'Negligible', 'Minor' or 'Minor-moderate'.
- 6.10. In all instances, the level of impact is not considered to be significantly adverse.



- 6.1. The impact arising from the Operational Phase on landscape character would be to introduce a new item (i.e. the car park and its associated circulation areas) to the local landscape. However this would not represent a significant change to the landscape character (other than in the immediate vicinity) in comparison to the existing situation due to the presence of existing vegetation along Hall Drive.
- 6.2. Within the wider landscape of Danby Dale the car park on completion would only be a glimpsed feature in the character of the landscape when viewed from higher ground to the west so would represent only a marginal change in the existing situation. It would represent a relatively small feature in the overall scene, largely screened from view. It would also be seen against existing built development within Botton Village so if noticed at all would be seen as an extension of the existing development rather than a new element in terms of landscape character.

### Mitigation

- 6.3. The revised LVIA identifies a series of mitigation measures which could be incorporated throughout the construction and operational phases of the development. It is proposed to augment the hedge that runs along the west side of Hall Drive with an intermitted line of trees to infill any gaps in the existing tree line.
- 6.4. Secondly, a continuous native hedge containing native trees is proposed along the eastern side of the realigned footpath. This will reinforce the regular hedge pattern in the local landscape and, once matured, will visually screen the car park from elevated viewpoints to the east.
- 6.5. Lastly, two specimen replacement trees will be planted within the area of parking bays to provide a landscape context for the new hard surfaces.

### Residual Effects

#### Impact on Visual Receptors

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- 6.6. The report also considered the potential residual effects of the development after these mitigation measures have been taken in to account 15 years following end of the construction phase by which time, the vegetation will have had the opportunity to mature. The Residual Effect Assessment can be summarised as follows:
- No change in the visual impact of the proposals for traffic using Hall Drive.
  - A reduction from 'Minor-Moderate' to 'Minor' and from 'Minor' to 'Negligible' levels of visual impact for all the remaining receptors as a result of the new planting on site maturing.
  - No change in the level of visual impact from Hall Drive which runs adjacent to the study site.
- 6.7. Appendix D, Table 6 lists in detail the receptors that it is assessed would be subject to some form of visual impact around 15 years following completion of the development. The range of impacts is as follows: one would be subject to a 'Moderate' level of impact (the adjacent road); six to a 'Minor' level of impact (two dwellings and four public rights of way); and seven receptors to a 'Negligible' level of visual impact (four communal properties and three roads).
- 6.8. This clearly demonstrates that the visual impact of the proposed development is not significantly adverse and that the mitigation measures which have been incorporated into the scheme will reduce any impacts further.

**Impact on Landscape Character**

- 6.9. The report outlines that the landscape within which the site sits is assessed to have a high sensitivity to change. However, upon completion of the construction phase, the new planting will offset the impact of the new hard surfaces to a modest degree as well as providing a more effective interface between the existing settlement and open fields to the north. Prior to the new plants maturing, the magnitude of change is assessed to be medium and the resultant impact 'Minor-Moderate'.
- 6.10. As a result, immediately following completion, the proposed development would not disrupt local landscape character to an extent which is considered to be significantly adverse.
- 6.11. Over time, the new planting will mature to screen the new car park. At year 15, by which time the proposed landscaping mitigation will be sufficiently mature, the magnitude of change and resultant visual impact on landscape character will be very small.
- 6.12. The introduction of planting and landscaping reinforces the local character of the dale. Subsequently, the impact on landscape character will be beneficial rather than adverse and therefore accords with the provisions of the 2003 North York Moors Landscape Character Assessment.
- 6.13. On this basis, the proposed development will not have a significant adverse effect in visual terms nor on landscape character. The revised scheme also has a lesser impact than the previous scheme. The proposals therefore accord with Core Policy A in that the landscape character area will be conserved and enhanced.

NYMNPA

14/03/2019

## 7. Conclusion

NYMNP A

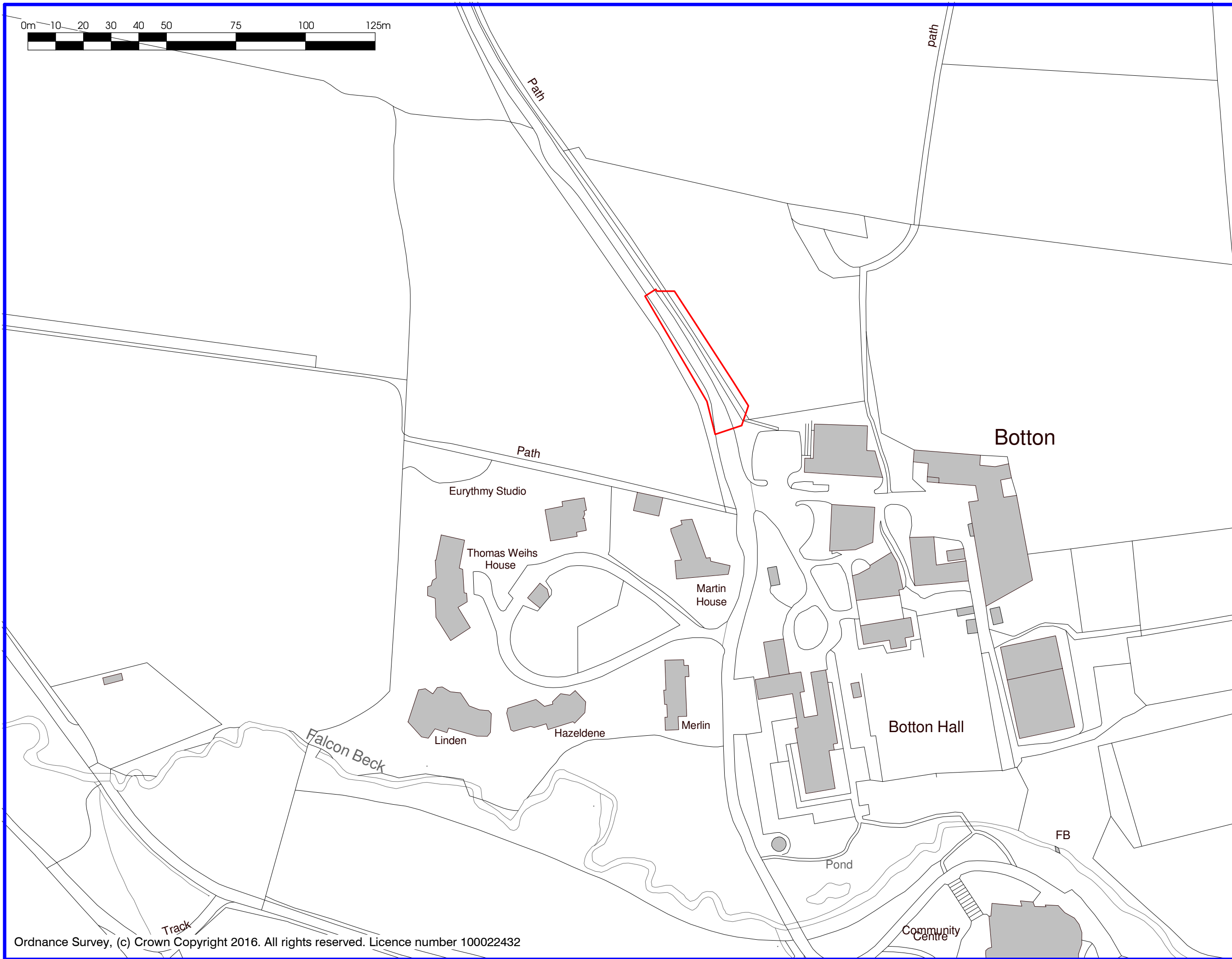
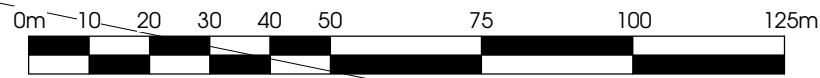
14/03/2019

- 7.1. Indigo Planning has prepared this Planning Statement on behalf of Camphill Village Trust (CVT) (the applicant) in support of a planning application for a car park at Botton Village, Danby, Whitby, North Yorkshire, YO21 2NJ.
- 7.2. The proposed development represents the resubmission of planning application ref: NYM/2017/0605/FL which proposed the *“creation of car park with traffic calming measures to serve existing village centre at land adjacent to Botton Village Store, Botton Village, Danby”* which was refused on 20 November 2017.
- 7.3. In addressing the reason for refusal for this application, the new car park has been relocated and fully redesigned to directly address the concerns raised by officers. In addition, it seeks to minimise any impact of the proposed development on the character and setting of the area. The new car park provides fewer spaces, and which sits well within the landscape. On this basis, the car park is not considered to represent an intrusive form of development in the countryside.
- 7.4. The proposed development is necessary to meet identified parking issues within the village, is modest in scale and proportionate to the level of additional demand created.
- 7.5. As outlined in the revised Landscape Visual Impact Assessment prepared in support of the application, the development will not have a significant adverse effect in visual terms nor on landscape character.
- 7.6. The proposed development is considered sustainable in accordance with the NPPF and complies with both local and national planning policy and should therefore be approved without delay.

# Appendix 1

NYMNP

14/03/2019



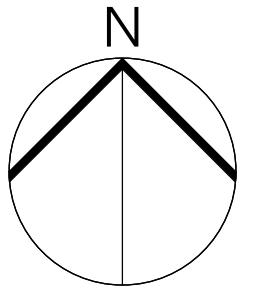
- Notes:**  
DO NOT SCALE from this drawing. Only figured dimensions are to be taken from the drawing.
- The Contractor must verify all dimensions on site before commencing any work or shop drawings.
  - The Contractor must report any discrepancies to the Architect before commencing work. If this drawing exceeds quantities taken in anyway the Architect is to be informed before work is initiated.

This drawing is copyright and must not be reproduced without the consent of Niven Architects.

**CDM:**  
Work covered by the CDM Regulations 2007 is not to start until a Health & Safety Plan has been produced. For health and safety aspects of the design please refer to the Designers CDM Hazard register which may make reference to any of the details depicted in this drawing together with manufacturers components, method statements & health & safety data sheets.

H1 Take Note  
 H2 Low Risk  
 H3 Medium Risk  
 H4 High Risk

Comments:



NYM/PA  
 14/03/2019

Revised: \_\_\_\_\_ Date: \_\_\_\_\_ Drawn By: \_\_\_\_\_



Business Central 2 Union Square Central Park Darlington DL1 1GL

**Project:**  
Camphill Village Trust  
  
Proposed Car Park, Botton Village, North Yorkshire

**Drawing Title:**  
OS Site Plan - Planning Application

Date: 14/12/2018	Scale: 1 : 1250@ A3	Drawn by: DH
Project No: 1053	Status: Planning	Checked by: DH
Drawing No: 1053-NIV-00-ZZ-DR-A-06100		Revision: .



# Appendix 2

NYMNPA

14/03/2019

**Town and Country Planning Act 1990  
North York Moors National Park Authority**

**Notice of Decision of Planning Authority on Application for  
Permission to Carry out Development**

NYMNPA

14/03/2019

To Camphill Village Trust  
c/o Niven  
fao: Mr James Anderson  
Business Central  
2 Union Square  
Darlington  
DL11GL

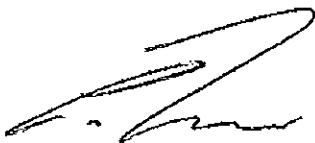
**COPY**

The above named Authority being the Planning Authority for the purposes of your application validated 25 August 2017, in respect of **creation of car park with traffic calming measures to serve existing village centre at land adjacent to Botton Village Store, Botton Village, Danby**, has considered your said application and has **refused** permission for the proposed development for the following reason:

1. The proposed development by reason of its location outside the main built up part of the Botton village centre neighbourhood and prominent position at the entrance to the neighbourhood and its large scale engineered design and appearance together with the associated bunding and bollard lighting would represent an intrusive form of development in the countryside. The intrusive impact would be particularly harmful from middle distance views in the vicinity of Stormy hall and long distance views from the higher ridge road north-east of Castleton Rigg. Furthermore, the development would disrupt local landscape character which is characterised by strong pattern of lines of hedges andacerbate the levels of existing incongruous development as set out in the 2003 North York Moors Landscape Character Assessment as updated by the draft un-adopted 2017 version. The claimed traffic management benefits do not outweigh the landscape impact and as such, the proposal would be contrary to the provisions of Core Policy A and Development Policy 24 of the NYM Core Strategy and Development Policies 2008.

**Explanation of how the Authority has Worked Positively with the Applicant/Agent**

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including Planning Policies and any representations that may have been received. It also suggested changes to the construction approach which were not acted upon. The Planning Committee considered the environmental harm outweighed the traffic management benefits and thus the scheme did not represent sustainable development, as set out within the National Planning Policy Framework



Mr C M France  
Director of Planning

**COPY**

Date .. **20 NOV 2017**

NYMNPA

14/03/2019