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NYMNP

02/07/2019

Design and Access, Planning and Heritage Statement

Full Planning Permission for the for the Construction of a Timber-Clad Pre-Fabricated Classroom
at Sinnington Community Primary School, Friars Hill, Sinnington, YO62 6SL

Report prepared on behalf of: **The Ryedale Federation**
Date: **June 2019**





Application for Full Planning Permission

Design and Access, Planning and Heritage Statement

Application for full planning permission for the construction of a timber-clad pre-fabricated classroom at Sinnington Primary School, Friars Hill, Sinnington, YO62 6SL

Local Planning Authority: North York Moors National Park Authority

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CONTRACT

This report describes work commissioned by The Ryedale Federation in May 2019. The Client representative for the contract is Helen Coulthard. Report prepared by Katie Atkinson, BA (Hons), Dip TP, MA, MRTPI.

PURPOSE

This document has been prepared as a Design and Access, Planning and Heritage Statement on behalf of the Ryedale Federation to be submitted to the North York Moors National Park Authority. KVA Planning Consultancy accepts no responsibility or liability for any use that is made of this document other than by the Client for the purposes for which it was originally commissioned and prepared.

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1. Introduction

- 1.1 KVA Planning Consultancy has been instructed to prepare a Design and Access Statement incorporating a Planning Statement. This is to accompany the submission of an application for full planning permission for the construction of a timber-clad pre-fabricated classroom at Sinnington Community Primary School, Friars Hill, Sinnington, YO62 6SL, on behalf of the Ryedale Federation ('the applicant').
- 1.2 This application follows a pre-application enquiry that was submitted to the National Park Authority ('NPA') in February of this year (NYM\2019\ENQ\15212), to which the NPA indicated support in principle for the proposal subject to appropriate design.
- 1.3 Sinnington Pre- School recently joined The Ryedale Federation and is currently located at Sinnington Village Hall. It is the intention of the applicant to relocate the pre-school to the main school site to help ensure the ongoing viability of the provision and to develop the transition between pre-school and reception. However, due to shortage of funds, the opportunity to extend the school building to provide suitable classroom space is not feasible at this stage.
- 1.4 A new classroom would enable the reception and year 1 class (already at the school) to relocate into a purpose-built, dedicated facility and allow the pre-school to utilise an existing classroom within the main school located at the front of the building. This classroom has its own specific entrance, which will facilitate safe and secure delivery to and collection from school. The pre-school will operate during term-time only.

2. Description of the Development Proposal

- 2.1 The land currently within the applicant's use is shown on the Location Plan submitted in support of this application and is highlighted by blue boundaries. The part of the site bounded by the red line denotes the section of the plot to which this application specifically relates to. Figure 1 below shows the application site (highlighted in red) in context with the rest of the school and its grounds.

Figure 1 – site location



- 2.2 The land shown within the red-line boundary is a former vegetable patch and flower bed and as such is fenced off from the rest of the school field. It is, however, currently unused by the school.
- 2.3 The proposed site for the new classroom has been carefully selected in order to use a piece of land that will not cause any disruption to / loss of the playing field or outdoor education areas. It will be sited away from the classroom shown in figure 2 below, with a walkway separating the two buildings. It will also be orientated with the access ramp entering the pre-fabricated building immediately adjacent to the new walkway and existing building in order to allow as much natural light as possible to still enter the building from the windows shown in the elevation below. It is of note that the same existing classroom also benefits from natural light from windows situated on its southern elevation.

Figure 2 – image of application site



- 2.4 The footprint of the proposed development is 88.1m². No other development is intended as part of this application for planning permission.
- 2.5 The development proposal will not adversely impact on the current operations of the primary school and will enable a successful transition between the two education settings for pupils and parents. This will also allow Sinnington CP School to operate in the same way as all other primary schools in The Ryedale Federation by offering pre-school education (from 3years) on site and in line with many other schools across North Yorkshire.
- 2.6 It is envisaged that the proposed pre-fabricated building will enable the main school to accommodate approximately 24 children who currently attend the pre-school in the village hall and its 4 members of staff. The number of pupils 'on roll' for Sinnington CP School has ranged from 84 children in 2010 to 66 as expected in September 2019. Therefore, this is not considered to be a significant increase. The school has also recently lost 2 members of staff; therefore, the net increase would be 2.

3. Design and Access

- 3.1 The design of the proposed development is straight forward and uncomplicated. Should the NPA be so minded as to approve planning permission, the unused space shall be cleared and prepared ready for the installation of the pre-fabricated building.
- 3.2 Having discussed the design of the building with the Case Officer during the pre-application enquiry stage, the applicant has proposed a pre-fabricated building which is finished with 'Thermowood horizontal cladding' in a natural finish as shown indicatively below in figure 3. The proposed single-storey unit would be constructed as per the elevational drawing submitted in support of the planning application in a sympathetic nature to its surroundings.

Figure 3 – indicative image showing Thermowood horizontal cladding



- 3.3 The eastern elevation will consist of three vinyl wrapped UPVC double-glazed windows (colour to be determined in discussion with the NPA – however, at this stage, the applicant prefers Chartwell Green/Agate Grey/Anthracite Grey – see Technical Guide Heritage 2800 submitted alongside the application). These windows provide an A++ rating in terms of weather resistance, security and insulation, reducing overall energy consumption. A darker colour (rather than white) will also appear more aesthetically pleasing reducing the contrast between the two elements of the design. The entrance door is also proposed to be of the same colour and material, although would be from a different supplier.

- 3.4 As set out above in paragraph 2.3 above, a ramp will be positioned between the walkway between existing and proposed buildings allowing access to the building which will be raised above ground level, ensuring appropriate access arrangements are in place for all potential future users. An indicative image of the proposed ramp is shown below in figure 4 – taken from a similar proposal elsewhere. The image illustrates the yellow safety markings laid out on the handrail as indicated on the elevational drawings.

Figure 4 – indicative ramp



- 3.5 The western elevation – facing on to the school playing field, will feature a further set of three vinyl wrapped (as described in paragraph 3.4 above) double-glazed windows and door. The door will be a fire exit which will have steps leading down from it incorporating yellow safety markings. Figure 5 below shows the illustrative design.

Figure 5 – indicative steps leading from fire exit

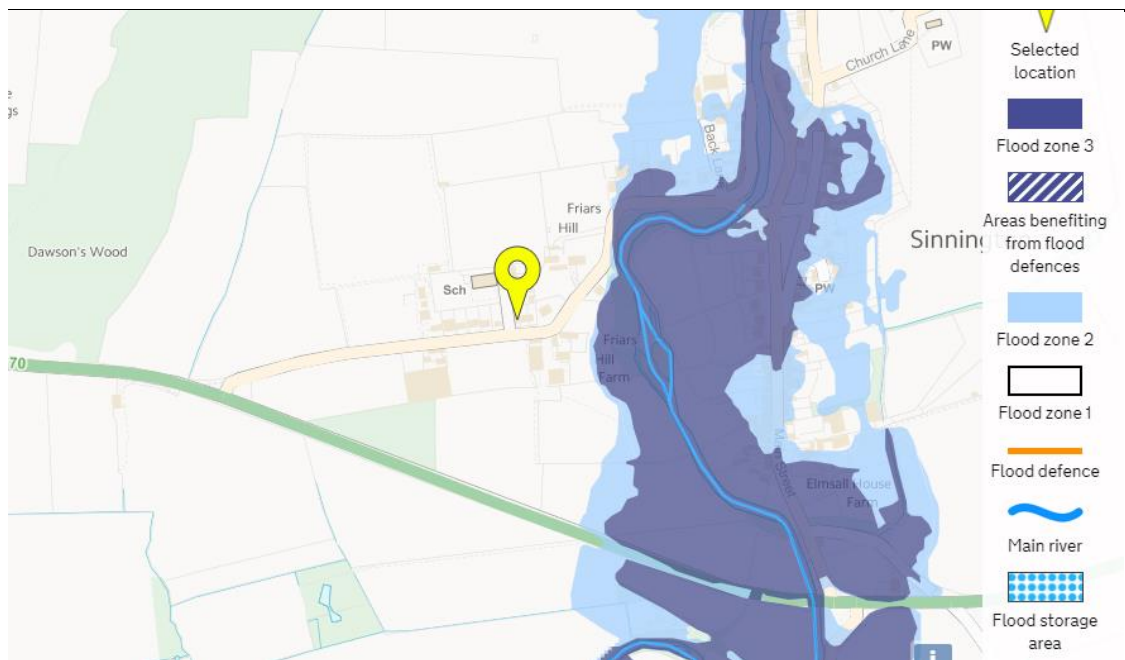


- 3.6 The northern elevation will feature one central window which will provide ventilation into the internal toilet area – providing two toilets and a sink accessed via the entrance foyer – as can be seen on proposed floor plan submitted in support of the application. The internal foyer will also serve as a cloakroom area for pupils to put outdoor shoes and coats.
- 3.7 Due to the positioning of the proposed classroom, there will be no loss of sunlight to the neighbouring classroom as explained by paragraph 2.4 above.
- 3.8 The proposed new classroom will be located on land to the rear of the existing school building. Access to the school is provided on Friar’s Hill, either by private car, foot or cycle. No new access is proposed to the school or needed given that the pupils attached to the pre-school are effectively replacing those lost over recent years by the primary school.
- 3.9 Immediately adjacent to the school, also accessed via Friar’s Lane, is a playing field which is provided to the community by a local farmer, as informal sports provision. By kind permission, the landowner has agreed to allow the delivery of the building over his land to ensure no loss of hedgerow or vegetation.
- 3.10 No additional car parking spaces are proposed as it is not considered necessary, given the relatively small increase in staff numbers. Parking provision currently provided is utilised by staff and visitors and considered appropriate.
- 3.11 The pre-school currently operates from Sinnington Village Hall and attracts children from the village and surrounding parish. Currently, all users of the pre-school either walk to the facility or are driven in private cars. These vehicles are already within the local road network (LRN) and no additional movements are being proposed as a part of the scheme, therefore, the proposal will not increase the number of movements on the LRN.
- 3.12 The Transport Statement undertaken by Eden Green Environmental, on behalf of the applicant, in support of the application sets out clearly at paragraph 4.9.1 that:
‘Given that the development is not anticipated to significantly increase the number of attendees and also no changes are proposed to the existing parking provision, it is anticipated that no significant vehicular trips will be generated by the proposed development.’
- 3.13 In sets out at paragraph 4.9.3 that *‘the potential highway impact of this development will be negligible.’* It goes on to suggest in the conclusions that the *‘proposed development is not anticipated to generate any significant additional vehicular traffic when compared to the existing conditions.’* In the concluding sentence of paragraph 5 that *‘as a result, there should be no reasons on transport, highways or servicing grounds why this proposal should not be acceptable to the determining Authority.’*

4. Flood Risk

- 4.1 According to the Environment Agency's Flood Risk Maps the application site falls within Flood Zone 1 as shown in figure 6 below.

Figure 6 – Flood Risk Map



- 4.2 In accordance with Government guidance in relation to flooding 'you don't need to do a flood risk assessment for a development that's less than 1 ha in flood zone 1 unless it could be affected by sources of flooding other than rivers and the sea, for example surface water drains.' The application site is 88.1m² and is in flood zone 1, it is not impacted by other sources of flooding, therefore, a flood risk assessment is not required in this instance.

5. Heritage

- 5.1 Sinnington Village is bisected by both the North York Moors National Park (NP) and Ryedale District Council. The application site is within the boundary for the North York Moors NP.
- 5.2 Sinnington Village is largely designated as a Conservation Area which terminates alongside the rear of the properties facing onto Friar's Hill, directly opposite the school. The application site, therefore, is not within the Conservation Area.
- 5.3 The careful positioning of the single-storey building to the rear of the existing school building, within the boundary of the existing school footprint, ensures that it cannot be seen by adjacent properties on Friar's Hill or thus have a direct impact upon the Conservation Area.
- 5.4 Properties situated on Main Street whose back gardens face on to the school playing field, may be able to view the proposed new classroom, however, it is positioned at such a distance that it will not be possible to impact detrimentally on privacy. The timber-clad design of the pre-fabricated building is considered to be aesthetically pleasing and will add interest to the built form which is suitable for its location adjacent to the village playing field and mature trees. It is notable that the school playing field is bounded by mature hedges and large trees to all boundaries, which will go some way to obstructing views of the new building. To the western boundary of the playing field is a fruit farm which again benefits from mature boundary vegetation.
- 5.5 NP's are afforded the highest protection in landscape terms via national planning policy. By virtue of the fact that an existing school is situated within the NP boundary and within the village of Sinnington, the addition of a pre-fabricated classroom in this location – bounded by mature trees is not considered inappropriate development.
- 5.6 The A170 (Helmsley to Scarborough) is the nearest main road to the application site, which Main Street leads directly off. Due to the surrounding topography and nature of existing mature vegetation it is not possible to view the existing school from the A170. Nor is it possible to view the school from Main Street due to the high hedges and large properties facing on to the road which are situated between the Street and the school. There are no other roads which circumference the school to mean that it is on view from any direction.
- 5.7 In summary, it is considered that the proposed development at this location will not adversely impact on the surrounding location of the NP or the heritage assets by virtue of its design and precise location. Ergo, the significance of the Conservation Area is preserved.

6. Planning Context

- 6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the Development Plan, unless material considerations indicate otherwise.
- 6.2 The Development Plan that this application should be determined against is the North York Moors National Park Authority Local Development Framework Core Strategy and Development Policies (Adopted 13th November 2008).
- 6.3 NPA Officers are currently working towards the production of a new Local Plan for the North York Moors, which will cover the period 2016-35. The 'Pre-Submission' (Regulation 19) draft Plan was consulted upon between April and May 2019, however, in line with the National Planning Policy Framework (NPPF) paragraph 48, limited weight can be attached to policies contained within the emerging Local Plan as it has not been independently examined, however, those policies do give a helpful policy indication for purposes of determination.
- 6.4 In February 2019, the Government produced a revised National Planning Policy Framework (NPPF) setting out the Government's planning policies for England and how these should be applied, this replaces the 2012 and earlier 2018 revision document and is, therefore, relevant to the determination of this application.
- 6.5 The NPPF also states at Paragraph 213 that for the purposes of decision-taking, policies in the Local Plan should not be considered out of date simply because they were adopted prior to the publication of the Framework. Due weight should be afforded to them according to their degree of consistency the Framework.
- 6.6 Another material consideration pursuant to the determination of this application is the Sinnington Conservation Area Appraisal adopted by both the NPA and Ryedale District Council. The CAA sets out the importance of the Conservation Area and the importance of the Listed Buildings and Village Green to the setting of the CA. Given the location of the proposal away from the Village Green and to the rear of the existing school away from the Conservation Area boundary, it is considered that these proposals do not conflict with the CAA.
- 6.7 The relevant sections of the Development Plan which apply to the determination of this application for planning permission are Core Policy I Community Facilities and Development Policy 3 Design and Development Policy 4 Conservation Areas.
- 6.8 Core Policy I deals specifically with community facilities. The Policy sets out that the provision of new education facilities will be supported where *'it will provide an essential facility to*

support the local community.'

- 6.9 The proposal is for the re-location of an existing facility to ensure the continued viability of both education providers in the village. It will enable the sharing of knowledge and resources whilst suitably ensuring a successful transition between the two settings, bringing the two in line with other providers within the local area in terms of their offer. Sinnington is categorised as 'other villages' in the settlement hierarchy of the adopted Development Plan. These are described as having 'limited or no facilities' within the document, therefore, it is essential that these two facilities are retained and supported. It is considered, therefore, that the proposal to relocate the pre-school in this manner is in conformity with Core Policy I.
- 6.10 Development Policy 3 is appropriate to the determination of this application as it deals specifically with design. It sets out the criteria against which proposals should be assessed in order to maintain and enhance the distinctive character of the National Park. Whilst much of this is in relation to potential residential development it is still appropriate for other developments and I find it to be consistent with the policies in the most recent version of the NPPF, particularly paragraph 127. The applicant considers that whilst the NPA indicated through its response to the pre-application enquiry that it may only grant permission for a pre-fabricated building on a temporary measure, the upgraded finish of the proposals will actually sit well within the surrounding landscape and will be visually attractive. Thus, it is considered that the proposals are not in conflict with the NPPF or Development Policy 3 and has been sympathetically designed meeting all pertinent criteria within both policies.
- 6.11 Development Policy 4 is specifically related to Conservation Areas. It sets out that '*Proposals for development within or immediately adjacent to a Conservation Area will only be permitted where they preserve or enhance the character and appearance or setting of the area.*' As set out in section 5 above, the proposals will have no impact upon the Conservation Area or its setting by virtue of the fact it cannot be seen from any of the surrounding area or from A170 or LRN. The timber-clad design adds interest rather than the plain built form of a traditional pre-fabricated building, which is considered suitable for a location within the school playing field and adjacent to the village informal playing field. It is therefore, considered that the proposals are in conformity with this policy, which is wholly in line with section 16 of the revised NPPF.
- 6.12 Paragraph 108 of the NPPF sets out the Government's intentions in relation to impacts on highway safety. The findings of the Transport Statement undertaken on behalf of the applicant explain that there will be a negligible impact on the highway as a result of the proposals. As no additional movements are to be created by the relocation of this facility, and the existence of wide footpaths leading to the school along the access road (Friar's Hill) it is furthermore considered that safe and suitable access can be provided to all users of the site so as to be in conformity with national guidance.
- 6.13 It is considered that there are no planning policy reasons why the proposals should be refused.

7 Conclusion

- 7.1 This Design and Access and Planning Statement has been submitted to the NPA in support of an application for planning permission for the construction of a timber-clad pre-fabricated classroom at Sinnington Community Primary School, Friars Hill, Sinnington, YO62 6SL, on behalf of The Ryedale Federation
- 7.2 The proposed development will allow the re-location of the existing Sinnington Pre-School to Sinnington Community Primary School, ensuring the viability of the community facility within the location and ensuring that the educational provision is in line with the other primary schools within the Federation and wider area.
- 7.3 The relocation of the pre-school will not provide an increase in vehicular movements within the surrounding area because the movements are already absorbed within the LRN.
- 7.4 The pre-school will be located to the front of the main school building allowing parents to deliver to and collect from the school by way of a private entrance directly into this part of the building, providing a safe and secure new dedicated classroom for the reception and year 1 class in the new building to the rear of the school.
- 7.5 The new classroom will not be viewed from surrounding properties on Friar's Hill or from the highway due to the nature of surrounding topography and mature natural screening.
- 7.6 Equally, the proposals will not impact on the Sinnington Conservation Area or the landscape quality of the NP given its precise location and careful design.
- 7.7 The proposal seeks to add interest to the pre-fabricated style of building by using Thermowood timber cladding in a natural finish which will sit well aesthetically within the surrounding 'green' landscape of playing fields. Albeit acknowledged that the existing mature vegetation along the boundary of the school means that any views from the village playing field or the rear gardens of properties along Main Street will be limited.
- 7.8 Furthermore, the site is situated within Flood Zone 1 and is thus considered an appropriate site for development.
- 7.9 Section 6 of this Statement sets out the Policy context for the proposal which concludes that the proposals are in general conformity with policies contained in both the adopted Development Plan and the NPPF.

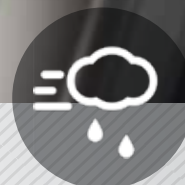
7.10 It is, therefore, respectfully requested that the development proposals are approved.

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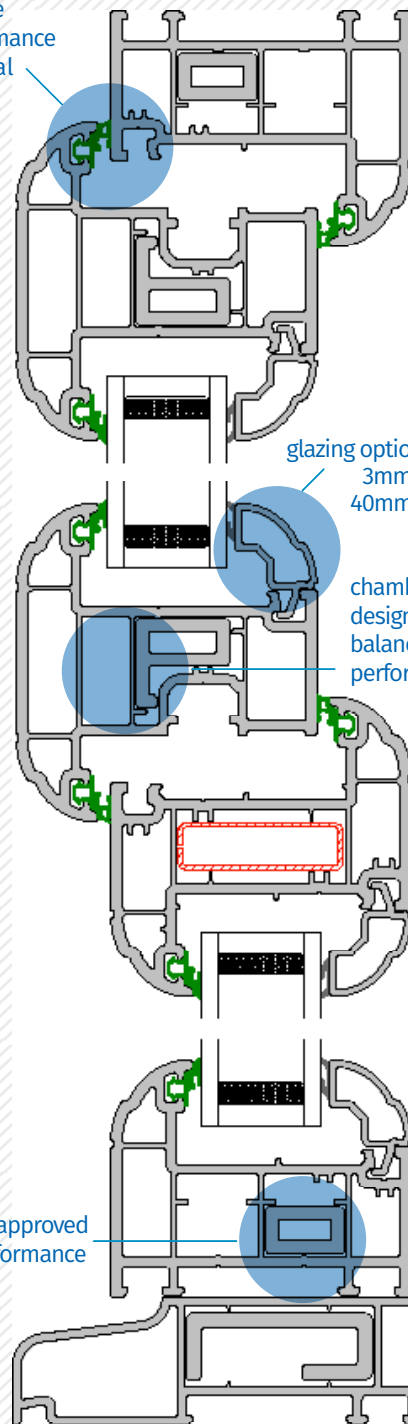
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Weather test results

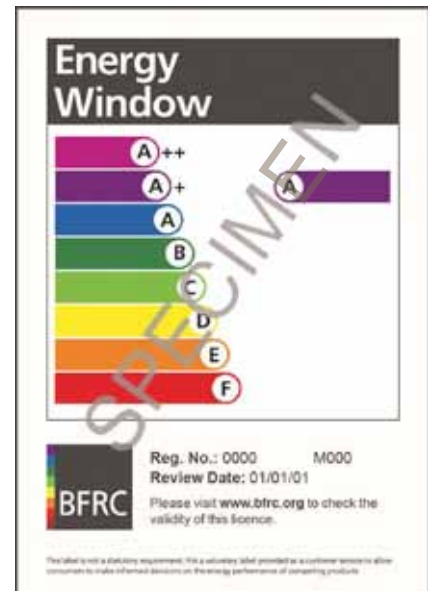


		Top Hung Casement	Side Hung Casement
	Size Tested	1.2m x 1.5m	0.9m x 1.4m
Air Permeability	Class	A4	A4
	Rating	600 Pa	600 Pa
Water tightness	Class	9A	9A
	Rating	E1050 Pa	E1050 Pa
Wind Resistance	Class	A5	A5
	Rating	2000 Pa	2000 Pa



U-Values

4/20/4 Argon Cavity		4/14/4/14/4 Argon Cavity	
U_g 1.219	U_g 1.070	U_g 0.683	U_g 0.591
U_w 1.4	U_w 1.3	U_w 0.98	U_w 0.91



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Eden Green Environmental



Transport Statement

Site: Sinnington Primary School, Friars Hill, Sinnington.

Client

The Ryedale Federation

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1. Introduction

1.1 Overview

The Ryedale Federation is seeking consent for the proposed relocation of the existing pre-school located at the Village Hall, The Green, Sinnington, York, YO62 6RZ to a new purpose built modular classroom within Sinnington Primary School, Friars Hill, Sinnington (hereafter referred to as the 'proposed development'), which is within the Ryedale District Council (RDC).

The existing pre-school is located within the same village approximately 1.5 km away from the proposed new location. The proposal is to relocate the existing pre-school to a more suitable location within the Sinnington Primary School. The proposal is not anticipated to change the trip numbers significantly as the pre-school is already in operation and the proposed changes will largely move the existing trips to the new proposed location within the village. As part of the relocation, a new modular classroom is proposed for the pre-school as shown in the site drawings presented in Appendix A. The extension is not anticipated to increase number of school trips significantly.

Eden Green Environmental (EGE) was instructed by The Ryedale Federation to produce a Transport Statement (TS) in support of the planning application submitted to RDC for consent to undertake the proposed work.

Local Authorities are tasked with determining local planning applications against a wide range of social, economic and environmental criteria. As the proposed development has the potential to impact the local highway network, this report provides an assessment of potential highway impacts to accompany the planning application.

This assessment has been carried out in accordance with good practice guidelines, including the Department for Transport 'Guidance on Transport Assessment (GTA)', the National Planning Policy Framework and supplementary guidance.

2. Legislation and Policy

This section summarises the relevant Global, European, National and Local legislative and policy background, statutory and non-statutory guidelines relevant to the proposed development.

2.1 National Policy

2.1.1 National Planning Policy Framework (2018)

The principal national planning policy guidance in respect to the proposed development is the National Planning Policy Framework (NPPF). The most recent update of the NPPF was published on 24 July 2018 by the Department for Communities and Local Government (DCLG)¹. This guidance sets out the Government's planning policies for England and how they are expected to be applied. Three dimensions to sustainable development have been identified in the NPPF: economic, social, and environmental.

Section 102 states that:

“Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) The potential impacts of development on transport networks can be addressed;*
- b) Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised...;*
- c) Opportunities to promote walking, cycling and public transport are identified and pursued.”*

Section 103 states that the planning system should play an active part in managing the patterns of growth in support of these objectives. An emphasis should therefore be placed on locations which are or can be made sustainable. This is accomplished by limiting the need to travel and by offering a wide choice of transport modes.

Section 110 states that:

“... Applications for development should:

- a) Give priority first to pedestrian and cycle movements... and second... to facilitating access to high quality public transport...;*
- b) Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles...;*
- d) Allow for the efficient delivery of goods, and access by service and emergency*

¹ Department of Communities and Local Government, “National Planning Policy Framework,” 2012.

vehicles; and

- e) *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*"

2.1.2 Travel Plans, Transport Assessment and Statements (2014)

The above web-based supplementary NPPF guidance replaces The Guidance on Transport Assessments (GTA) that was withdrawn in 2014². In it, the overarching principles in the preparation of Transport Assessments (TAs), TSs and Travel Plans (TPs) are laid out.

The guidance provides information on when assessments are required. However, unlike the GTA, it is less prescriptive and leaves the ultimate decision making with the relevant Local Authorities. It advises that a TS is a 'lighter touch' assessment whereas a TA is a more thorough assessment. A TS can be used in the case of developments with anticipated limited transport impacts.

The guidance highlights that TAs, TSs and TPs are important because they can positively contribute to:

- Encouraging sustainable travel;
- Lessening the traffic generation and its detrimental impacts;
- Reducing carbon emissions and climate impacts;
- Creating accessible, connected, inclusive communities;
- Improving health outcomes and quality of life;
- Improving road safety; and
- Reducing the need for new developments to increase existing road capacity or provide new roads.

The guidance states that in general, assessments should be based on normal traffic flows and usage conditions (e.g. non-school holiday periods, typical weather conditions). Traffic projections should use local traffic forecasts such as TEMPRO, drawing where necessary on National Road Traffic Forecasts for traffic data.

² Department for Communities and Local Government, "Travel Plans, Transport Assessments and Statements," 2016.

3. Existing Conditions

3.1 Site Location

The proposed relocation site is situated at Sinnington Primary School, Friars Hill, Sinnington. The surrounding site is predominantly residential in nature with open agricultural/farmland on the North and West of the proposed development. Sinnington is a village and civil parish in Ryder district of the county of North Yorkshire, England. Figure 3.1 below shows the proposed site location.

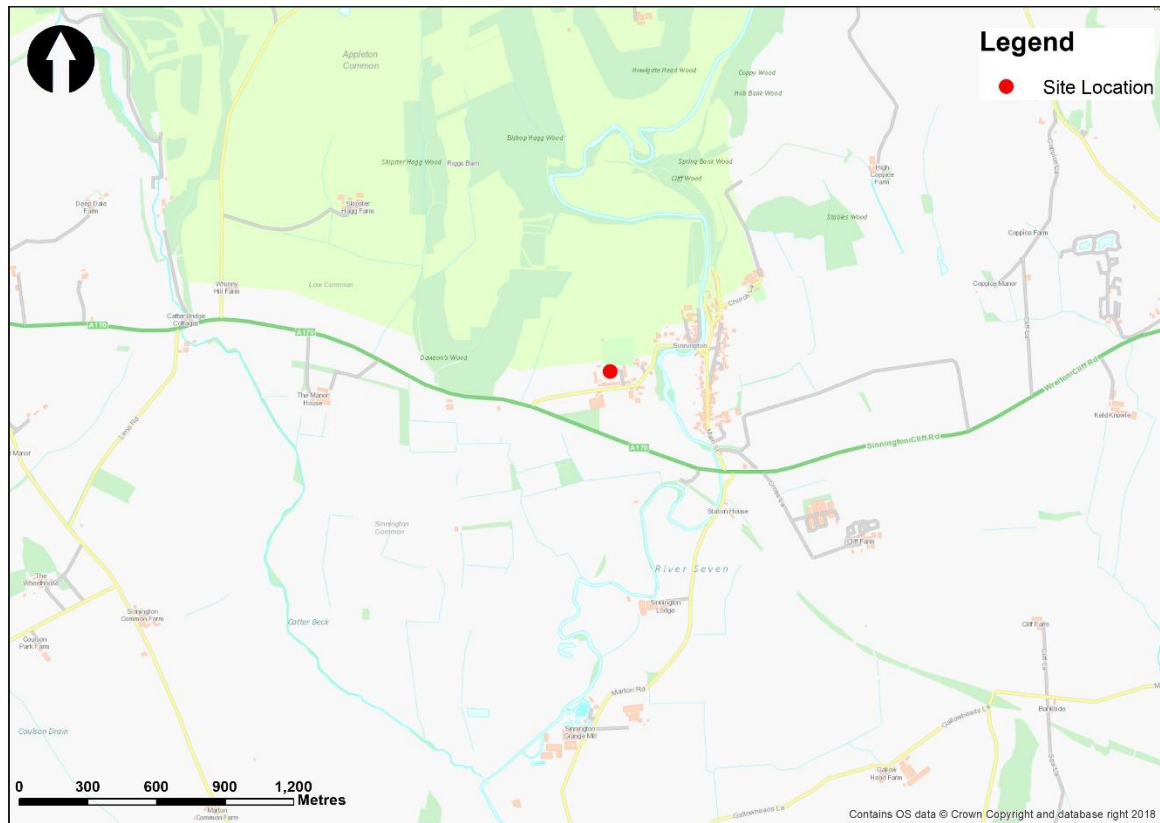


Figure 3.1: Proposed site location

3.2 Existing Site Use

The existing site is an open space within the school boundary adjacent to the existing school building and playing field as shown in the drawings in Appendix A.

3.3 Existing Conditions

3.4.1 Pedestrian and Cycle Facilities

The existing pedestrian access to the school is via the Friars Hill. There is approximately 1.2m footpath on either side of the Friars Hill road. All parents park their car at the High Street. Friars Hill only provide limited vehicular access to the staff and residents only. One sided footway is available in Main Street road in front of the school which is approximately 2m wide.

A network of street lighting exists on Friars Hill road providing a safer environment during the darker hours during the winter months.

There are no dedicated cycle parking facilities within the immediate vicinity of the proposed site location. However, the site is surrounded by many quiet roads, which are conducive to a safe cycling environment within the village. The nearest On-road route on the National Cycle Network is located approximately 24km distance from the proposed development as shown in figure 3.2 below. Due to the village location of the school, it is anticipated that most trips are likely to be by foot or by a car.



Figure 3.2: Extract from map of the National Cycle Network (Source: www.sustrans.org.uk)

3.4 Private Bus Services

There is no dedicated public bus service within the village, however, a private bus service is currently in operation. No pre-school children are currently using the private bus service and only being used by children from the main school.

3.5 Rail Services

There are no mainline train station within close proximity to the proposed development. The nearest rail station is the Malton station located approximately 21km south from the proposed development.

3.6 Accident Data Analysis

Accident records for the last five available calendar years (2014 – 2018) were obtained from CrashMap³, which shows that a total of 1 personal injury accidents at junctions and on roads within the study area. This is summarised in Table 3.1 and Figure 3.2 below. No accident has been recorded within immediate vicinity of the school or within the expected pedestrian route to the school from the village via High Street.

³ Crashmap, "Crashmap.co.uk," Crashmap, 2019. [Online]. Available: <https://www.crashmap.co.uk>. [Accessed May 2019].

Table 3.1: Personal injury accident data, 2014 – 2018 (obtained from CrashMap⁶)

Location	Accident Severity			Total
	Slight	Serious	Fatal	
Main Street Road	1	0	0	1
Total	1	0	0	1

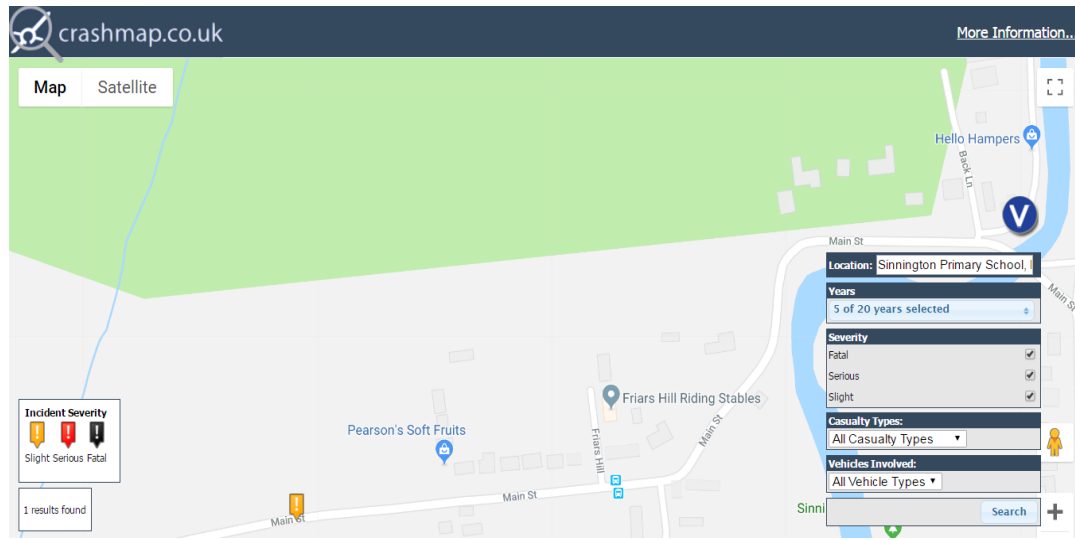


Figure 3.3: Personal injury accident data, 2014 – 2018 (obtained from CrashMap⁶)

4 Proposed Development

4.1 Overview

This section includes information on the proposed development, site access arrangements and its internal layout.

4.2 Proposed Development

The proposal is to relocate the existing pre-school to a new purpose-built modular classroom within the Sinnington Primary School. No changes to the number of parking spaces are proposed. No changes to any road network are considered required as the development is simply relocating existing trips which are already operating within the local road network.

4.3 Parking Provision

The current car park is only being used by school staff and visitors. The relocation will not change staff numbers significantly as discussed in Section 4.9 and therefore, no additional parking is proposed.

4.4 Site Access Arrangement

The site is presently served by a single vehicle, servicing, cycle and pedestrian access point through the Friars Hill road. No changes to the existing access arrangement is proposed.

4.5 Cycle Parking

No Changes are proposed for cycling facilities and therefore this can be scoped out.

4.6 Waste Storage Provision

No changes to operational waste storage arrangement is proposed. Any waste generated during the construction phase is anticipated to be managed by the appointed contractor under a construction management plan (if this is required).

4.7 Servicing Demand

The proposed small-scale extension is not anticipated to change significantly the existing demand for any service vehicles.

4.8 Development Traffic Impact (Construction Phase)

To ensure that traffic relating to the construction phase of the proposed development does not have an adverse effect on the local highway, a comprehensive construction traffic management should be prepared as part of a planning condition and formally agreed with the local authority prior to commencement of any construction work on site. Topics to be addressed in the traffic construction management plan should include, but are not limited to:

- Site operational hours;
- On-site parking provision for staff and contractors;

- Emergency site access and egress routes;
- Proposed supply and transport routes to and from site;
- Waiting and loading restrictions;
- Safety measures to protect pedestrians from construction traffic;
- Methods of spoil removal;
- Details on traffic coordination;
- Signage and induction; and
- Information relating to traffic diversion, if necessary.

4.9 Development Traffic Impact (Operational Phase)

Details on the traffic impact of the proposed development are given below, including information on trip generation and distribution.

4.9.1 Trip Generation

The new extension for the pre-school is anticipated to accommodate 24 children who are to be relocated from the existing Pre School. The number of school children in the main school has dropped by 23 no. in recent years. The new proposal is not anticipated to increase the number of school children significantly. Hence, the increase in trip generation is not considered significant in according with the DMRB (2012) guidance which states, “*a material increase is considered to be if the turning traffic flows, as a result of the new development, would increase by 5% or more.*”

In terms of staff numbers, the pre-school operation requires 4 additional staff per day, however this will be offset by a reduction in staff employed at the main school of 2 staff per day; therefore the net increase is anticipated as 2 additional staff per day. As per the DMRB (2012) guidance mentioned above, the increase is therefore not considered significant.

Given that this development is not anticipated to significantly increase the number of attendees and also no changes are proposed to the existing parking provision, it is anticipated that no significant vehicular trips will be generated by the proposed development.

4.9.2 Trip Distribution

As above, given that this development does not include any additional parking spaces, it was deemed not necessary to calculate the trip distribution for this development as the increase in overall trip numbers are considered trivial.

4.9.3 Highway Impact

As detailed above, given that this development does not include any additional vehicular parking provision or changes to the existing access or road network, it is considered that the potential highway impact of this development will be negligible.

5 Conclusions

The Ryedale Federation is seeking consent for the proposed residential development at Sinnington Primary School, Friars Hill, Sinnington (hereafter referred to as the 'proposed development'), which is within the Ryedale District Council (RDC).

The existing site is within the school boundary. The new proposal is to build a modular classroom for preschool children to accommodate approximately 24 children.

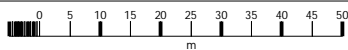
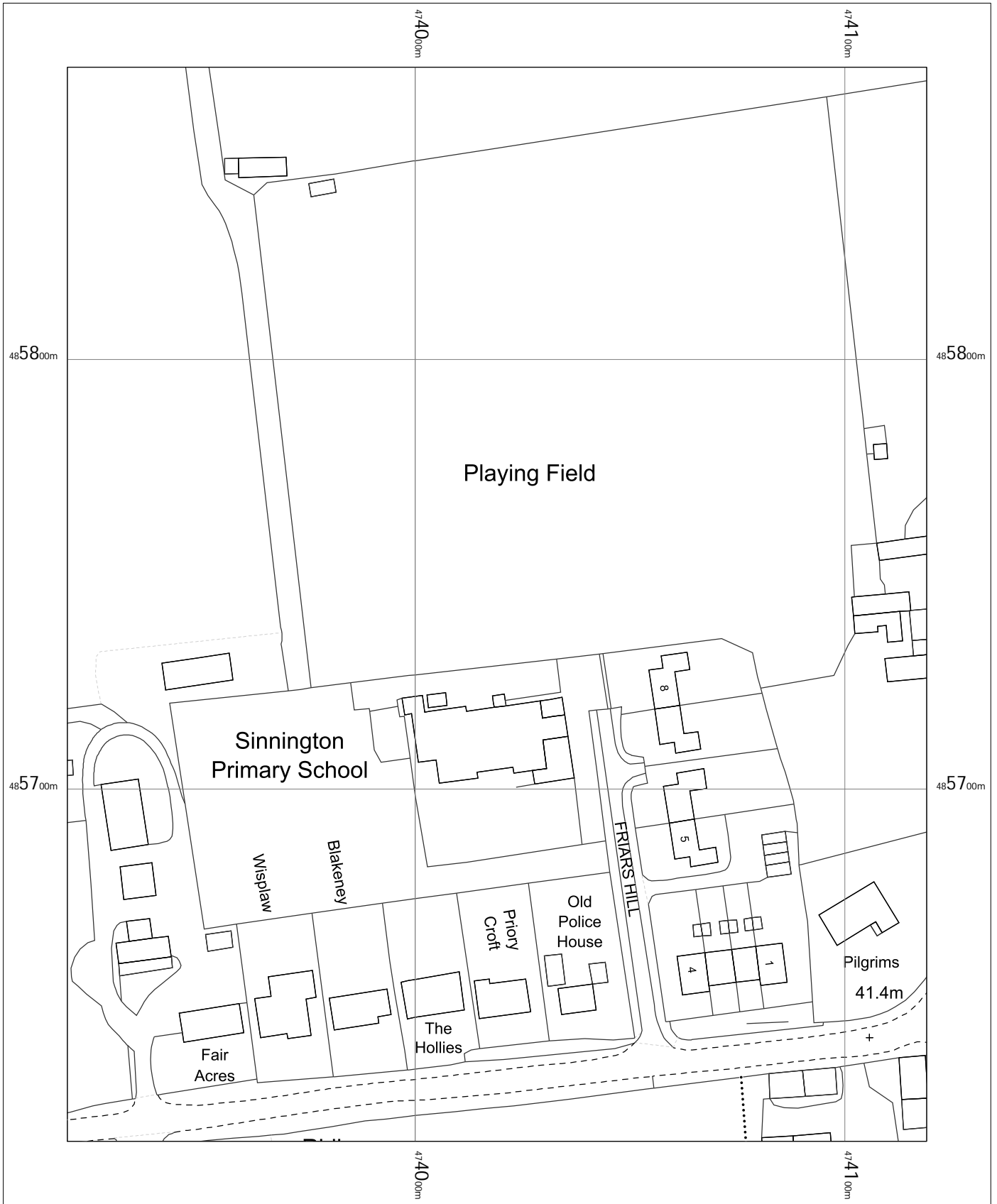
For the reasons given in this TSS, the proposed development is not anticipated to generate any significant additional vehicular traffic when compared to the existing conditions.

In addition, it has been confirmed that the proposed development will not change significantly operational waste storage provision and servicing demand.

As a result, there should be no reasons on transport, highways or servicing grounds why this proposal should not be acceptable to the determining Authority.

Appendix A: Selected Drawings

Sinnington Community Primary



OS MasterMap 1250/2500/10000 scale
Monday, February 11, 2019, ID: BLJT-00776962
www.planningapplicationmaps.co.uk

1:1250 scale print at A4, Centre: 474019 E, 485743 N

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