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**From:** Graham Forster

**Sent:** 20 May 2020 09:41

**To:** Hilary Saunders

**Cc:** 'Gill Forster'

**Subject:** PLANNING APPLICATION - PROPOSED NEW SINGLE STOREY DWELLINGS ON LAND TO THE SOUTH OF BROOKFIELD, MALTONGATE THORNTON DALE YO18 7SD

Your Reference: NYM/2019/0628/FL

Good Morning Hilary.

In connection with the above application and in support thereof, I now attach the following documents:

1. Drawing 02E - Single Storey Dwellings - Proposed Site Plan
2. Drawing 09A - Single Storey Dwellings - Alterations to Outbuilding
3. Highways Supporting Statement dated 18 May 2020 prepared by Andrew Mosely Associates.
4. Revised Site Plan dated 15 May 2020.
5. Further Additional Statement dated 20 May 2020.

Should you require any clarification or further information please let me know.

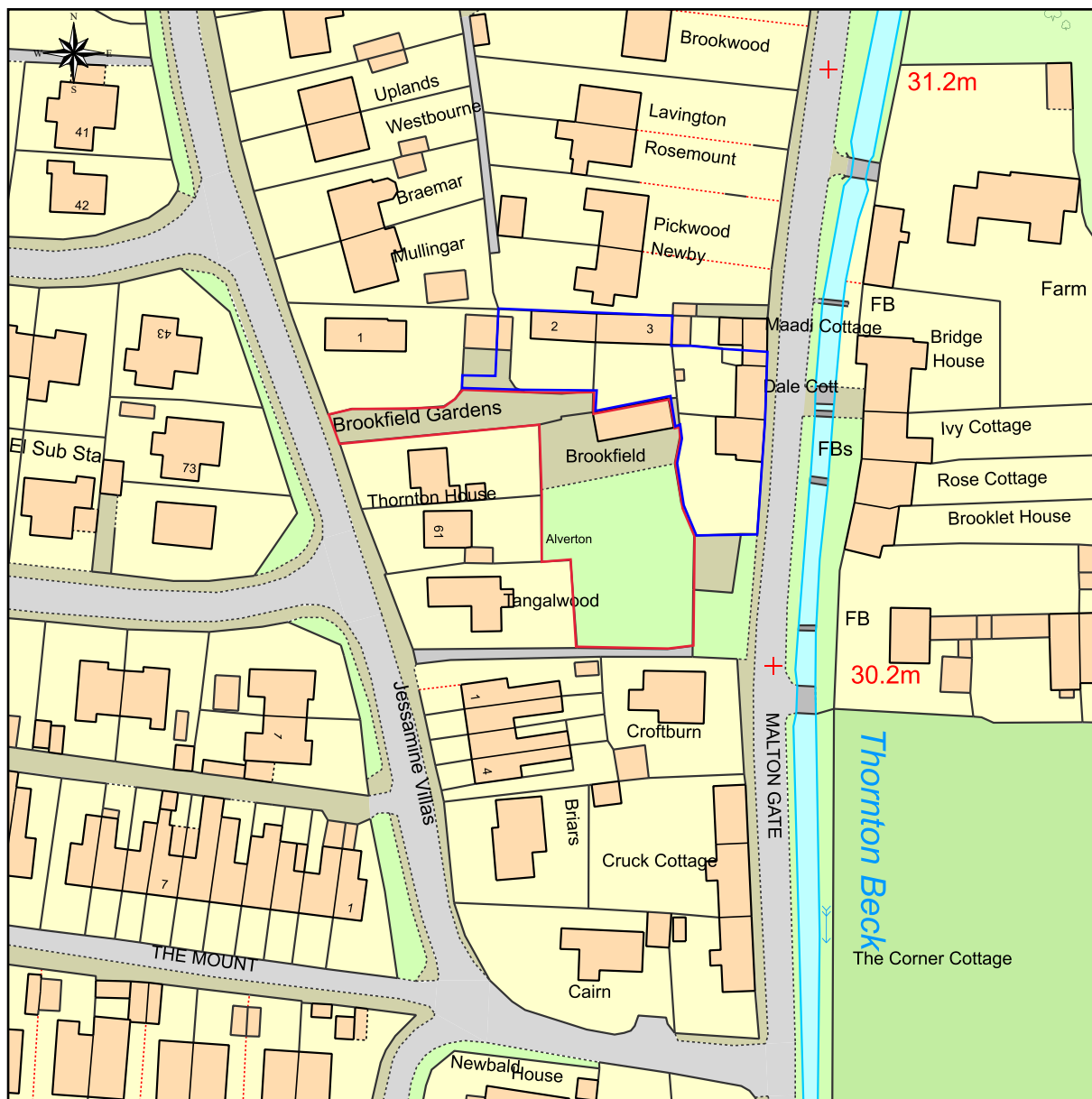
Can you please acknowledge receipt.

Regards

Graham Forster

PROPOSED DEVELOPMENT TO THE REAR OF BROOKFIELD,  
MALTONGATE, THORNTON DALE

SITE PLAN 1:1250



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0m 20m 40m 60m 80m 100m

Scale: 1:1250, paper size: A4

LEGEND:

- APPLICATION SITE
- ADDITIONAL LAND OWNERSHIP



NYMNPA  
20/05/2020

AMENDED

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## Highways Supporting Statement

Proposed Residential Development – Land to Rear of Brookfield, Maltongate, Thornton Dale

Planning Reference: NYM/2019/0628/FUL

NYMNPA

18<sup>th</sup> May 2020

20/05/2020

### Introduction

Andrew Moseley Associates (AMA) has been commissioned to prepare a Highways Supporting Statement (HSS) to review the highways impact associated with a planning application, Application Reference NYM/2019/0628/FUL, for a proposed residential development totalling two dwellings located off Brookfield Gardens, Thornton Dale.

This Statement sets out the following elements:

- Description of Site Location;
- Details of the Local Highway Network;
- Sustainable Modes Access – Walking, Cycling and Public Transport;
- Details of the Proposed Development;
- Parking Provision;
- Collision Data;
- Servicing;
- Traffic Generation and Expected Highway Impact; and
- Conclusion.

The Statement is supported by the following appended documents:

- **Figure 1** – Site Location; and
- **Appendix A** – Proposed Site Layout.

### Description of Site Location

The site is located on a plot of land to the rear of Brookfield, Thornton Dale. A site location plan is appended to this Statement in **Figure 1**.

The site consists of previously undeveloped land effectively forming a parcel of infill development complimentary to the existing and surrounding residential area.

The site is bound to the north by residential dwellings accessed from Brookfield Gardens; to the east by residential dwellings and later by Maltongate; to the south by residential dwellings; and to the west by residential dwellings and later by Roxby Road.

The site is currently accessed from Roxby Road via Brookfield Gardens, which is a private drive currently serving three residential dwellings and two garages for other properties located on Maltongate under lease. There are currently no Public Rights of Way (PROW) across the site.

The Local Highway Authority (LHA) is North Yorkshire County Council (NYCC) and the Local Planning Authority (LPA) is North York Moor National Park (NYMNP).

### **Details of the Local Highway Network**

It is proposed that the site will be accessed via the private drive of Brookfield Gardens on to Roxby Road to the west. Brookfield Gardens currently serves three residential dwellings and two garages for other properties located on Maltongate under lease.

Roxby Road is a single carriageway two-way residential road which is subject to a 30mph speed restriction, is street lit and has footways present along both sides of the carriageway. Running in a general north / south alignment Roxby Road provides access to a number of residential side roads, whilst providing access to the A170 Pickering Road in the north and to Maltongate in the south.

Located approximately 170m to the south of the private access road, Roxby Road forms a priority T-junction with Maltongate. The T-junction is equipped with an uncontrolled pedestrian crossing present across the minor arm which is equipped with dropped kerbs and tactile paving.

Maltongate is a single carriageway two-way road which is subject to a 30mph speed restriction and has a continuous footway present along the northbound carriageway and on-street parking. Upon egressing the residential settlement of Thornton Dale, Maltongate increases in speed to a 40mph speed restriction and later the national speed restriction. Running in a general north / south alignment, Maltongate forms a key route through the village providing access to the A170 in the north and to the A169 in the south.

Situated approximately 450m to the north of the application site, both Roxby Road and Maltongate provide access to the A170. The A170 is a single carriageway two-way road which forms a spinal route through the residential settlement of Thornton Dale. Forming part of the regional road network, the A170 runs in a general east / west alignment providing access to the surrounding areas of Scarborough (c. 24km) in the east and to Pickering (c.4km) in the west.

The site is considered to be well located to the local and regional highway networks.

### **Sustainable Modes Access – Walking, Cycling and Public Transport**

The proposed development is considered to be located in a sustainable location and within an acceptable 2km walking distance of a range of local facilities and amenities. These amenities include; a primary school, post office, convenience food store, GP surgery, a pharmacy, public house, restaurants and playing fields.

Within an acceptable 5km cycling catchment of the site, it is considered all of the areas within the walking catchment are accessible by cycle. Other areas within a 5km cycling catchment include Pickering town centre and areas of employment such as Thornton Road Industrial Estate.

Bus stops are situated above of the recommended walking distance from the site. There are two bus stops situated approximately 600m to the north of the application site, which are located on the A170 Chestnut Avenue.

Although these stops are beyond the generally recommended 400m distance, this guidance should not be slavishly followed as bus stop accessibility should be based on the quality of the routes to these stops, as well as the facilities and frequency of services available in this semi-rural setting.

Stops are directly accessible via existing footway provision, therefore given the site's location, these stops and services are considered to be highly feasible for use by those on site to travel to local and regional destinations.

Further details of the bus services are provided in **Table 1**.

**Table 1: Local Bus Services**

Service	Service Destinations	Daytime and Peak Frequency
128	Scarborough to Helmsley	Weekdays and Saturdays – Every 2 to 3 hours; departing between 06:10 to 17:30 Sundays – No Service
840 Coastliner	Leeds - Whitby	Weekdays and Saturdays – Every hour; departing between 07:00 to 16:25 Sundays – Every 2 to 4 hours; departing between 08:15 to 16:15

A review of the existing facilities for access to the site by a range of non-car modes has been carried out. This demonstrates that there are numerous existing key goods and services within an acceptable walking and cycling distance, further reducing the need for car-based trips.

The site is therefore considered to be in a sustainable location for access by non-car modes in line with local and national transport planning policy.

#### **Details of the Proposed Development**

The proposed development is for two private residential dwellings with associated parking, similar in character to the various existing properties within the vicinity of the site. Full details of the proposals are provided as part of the planning submission and a Site Layout Plan is provided in **Appendix A**.

The proposed two residential dwellings will bring the total number of dwellings accessed from the Brookfield Gardens private drive to five dwellings. Therefore it is therefore considered that the proposed dwellings will be in keeping with NYCC's guidance on the maximum number of dwellings accessed from a private drive.

It is however noted that there are currently two garages on the site. The double garage is included in the Assured Shorthold Tenancy of Brookfield and the single one has been used in connection with the occupancy of Dale Cottage which is currently vacant. As such these generate existing vehicle movements related to these properties.

Therefore to ensure that in line with NYCC policy only five dwellings are accessed off Brookfield Gardens, the development proposes to retain the existing garages to the north of the site.

As detailed on the appended drawing nos. 02E and 09A, the eastern (single) garage will revert to a store/workshop to be used in connection with the occupancy of Dale Cottage. In addition, the western (double) garage will be divided to form a single garage for proposed dwelling 1 and a store/workshop to be used in connection with the occupancy of Brookfield.

Therefore the vehicle movements currently generated by the garages would no longer take place and consequently these vehicles would revert to parking on-street on Maltongate as per their original arrangements prior to taking leases on these garages. As such there would be no adverse impact as this is reverting to the original arrangement for parking at each of the Maltongate dwellings.

In addition to the garage for Dwelling 1, the development also proposes a second parking space for vehicles associated with this dwelling. As detailed within the attached Site Layout Plan, a total of two parking spaces are proposed for each dwelling, with parking provision for Dwelling 2 provided in the form of two spaces.

There is also ample provision for vehicle manoeuvres on site between the garage building and proposed parking bays fronting the development with an offset in excess of 6m.

In relation to access from Roxby Road, in the unlikely case that a right-turning vehicle is waiting to access Brookfield Gardens as another vehicle is leaving the site, the waiting time and consequently the impact on queue length behind the turning vehicle will be minimal given the low volume of traffic flow on Roxby Road. This would be a matter of seconds and therefore would result in a minimal number of conflicts.

In any case the number of movements between the existing and proposed situations is the same.

As detailed within the Site Layout Plan, the development proposes a new shared vehicle turning area to the north of the proposed dwellings. The turning area will act as a communal turning area for all properties on Brookfield Gardens, benefiting not only the future residents but also the existing residents of the neighbouring properties and any delivery vehicles accessing the site.

### **Parking Provision**

Parking for the residential units would be provided on site in line with NYCC Highways policy's 'minimum' standards as outlined in 'NYCC Interim Parking Standards 2015'.

These are proposed as the following as part of this application:

- 2 - 3 Bedrooms – 2 spaces minimum.

Where garages are provided as the spaces detailed above these would have minimum internal dimensions in line with NYCC requirements.

Secure cycle parking will be provided on site. Dwelling 1 would provide cycle parking within the garage and Dwelling 2 would provide secure cycle storage within the curtilage of the property.

### **Collision Data**

A review of the most recent five-year period (2015 – 2019) on Crashmap identifies zero collisions which occurred within the vicinity of the proposed site. The study area includes the site access and 400m within either direction along Roxby Road.

It is therefore considered that there are no existing road safety issues within close proximity to the site and the existing situation is safe for all users. The development would not detrimentally impact upon highways safety.

### Servicing

Servicing of the proposed site would adopt the same servicing principles as other local residential dwellings with refuse collections undertaken fortnightly from Roxby Road road-side. Bin storage would be provided within the curtilage of each dwelling.

No special arrangements would be required for the proposed development, simply adopting the existing provision accepted for all other properties on Brookfield Gardens.

### Traffic Generation and Expected Highway Impact

The development proposes two residential dwellings on site, therefore a robust generic residential trip generation of 0.8 two-way car movements is assumed for the AM and PM peak development hours. **Table 2** outlines the anticipated number of vehicles which will arrive / depart from the proposed development in the AM and PM peaks.

**Table 2: Development Trip Generation**

	AM		PM	
	Arrivals	Departures	Arrivals	Departures
Trip Rates	0.2	0.6	0.6	0.2
Trip Generation	0	2	2	0

As detailed above, the proposed adoption / re-ownership of the garages by the development will also result in a net reduction of two vehicle movements in each peak hour based on the two dwellings leasing the garages from Maltongate no longer generating movements.

Therefore it is considered that the development proposals result in no net difference in trip generation.

On this basis the trip generation of the proposed scheme is considered to be negligible and would have no noticeable impact on the local highway network.

### Conclusion

It is considered that the information contained in this Statement should provide sufficient detail for the highways officer to be able to make a positive recommendation on the development proposal.

The proposed development is situated in a sustainable location with a range of key facilities and services available within a 2km walking catchment area. Those destinations situated further afield can be accessed by local bus, situated within the village centre.

The proposed development generates 2 two-way trips in both the AM and PM peaks, resulting in no net difference trip generation on Brookfield Gardens to that of the existing situation.

It is therefore considered that the proposed residential dwellings would have a negligible impact on the local highway network.

In conclusion, the proposals would not result in any detrimental highways impact and that there are no traffic or transportation reasons that planning permission could not be granted for the development proposals.


**Appended Documents**

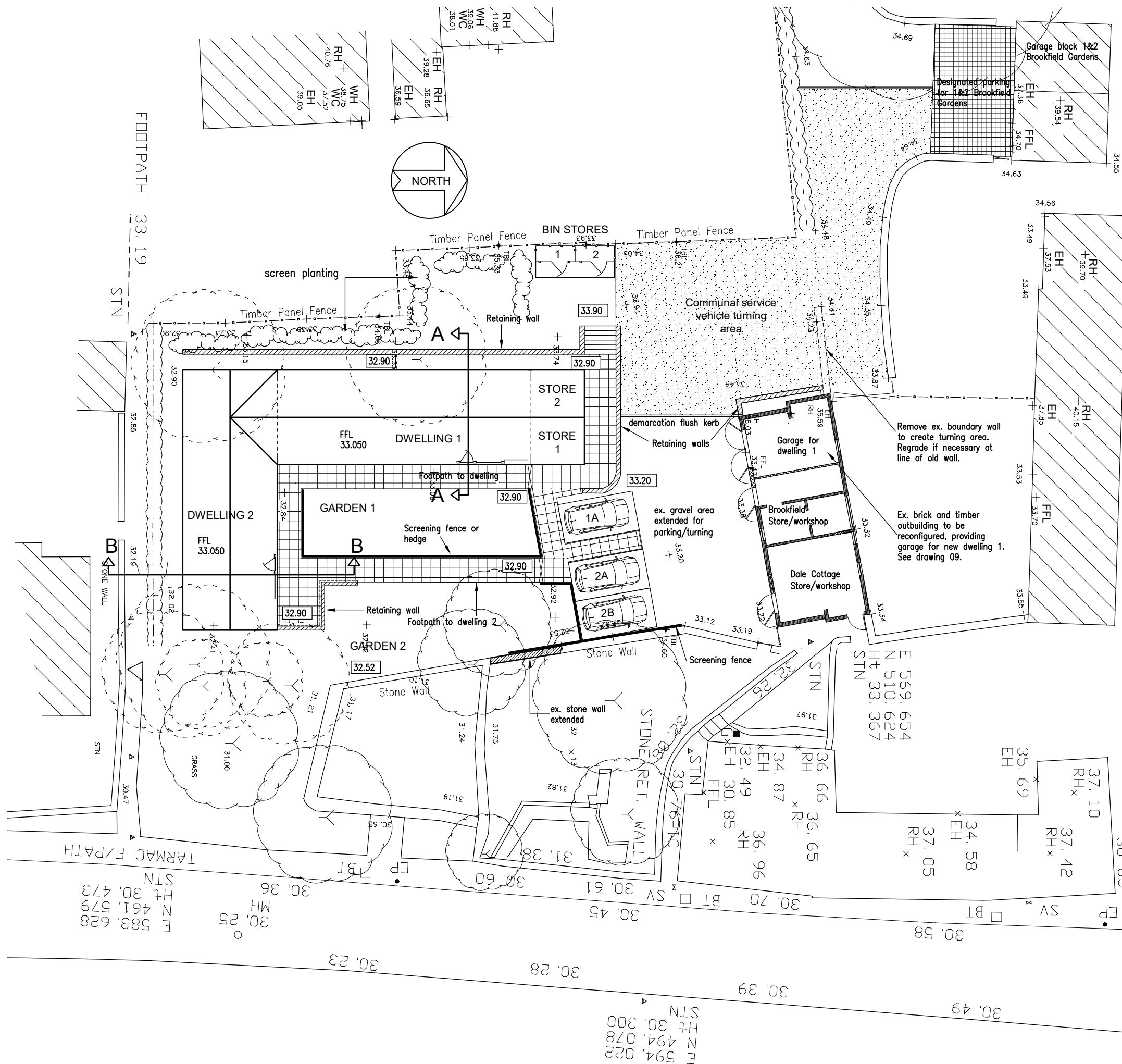
**Figure 1 - Site Location**

**Appendix A - Site Layout**



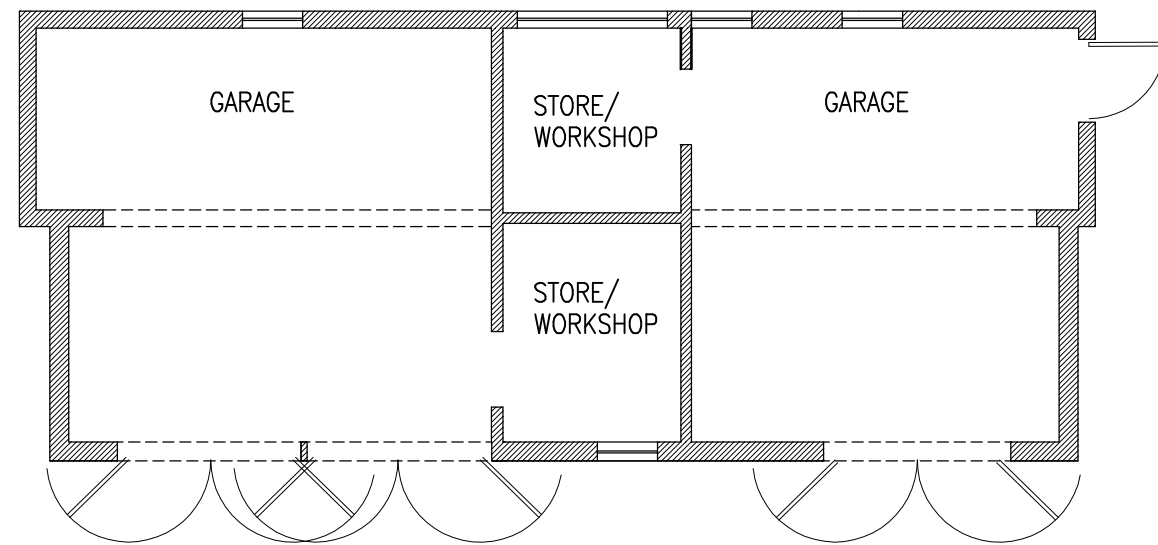


 ANDREW MOSELEY ASSOCIATES <small>TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS</small>	
Title:	Indicative Site Location Plan Thornton Dale
Figure No:	Figure 1

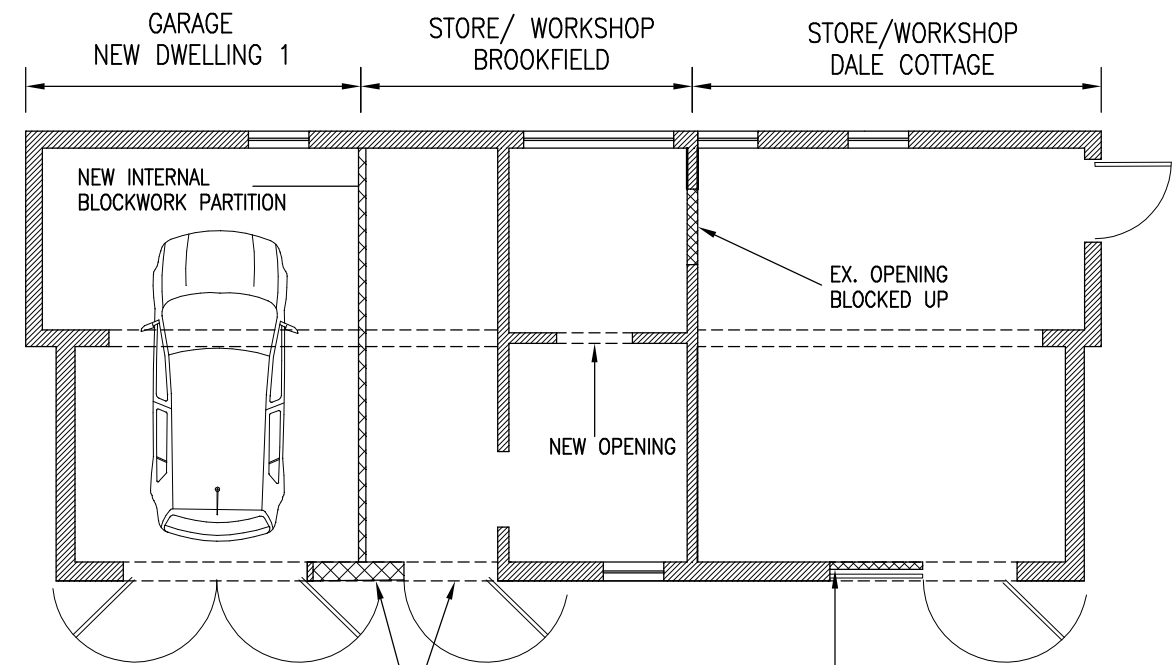


FOR SECTIONS A-A & B-B SEE DRAWING 06

REV. E	24.04.20	DOOR WIDTH REDUCED TO DALE COTTAGE STORE
REV. D	25.03.20	PARKING & TURNING AMENDED TO FURTHER HIGHWAYS COMMENTS. GARAGE ALTERATIONS ADDED.
REV. C	21.11.19	AMENDED FOLLOWING HIGHWAYS COMMENTS - PARKING INCREASED TO 4 NO. AND RELOCATED. SERVICE VEHICLE TURNING AREA ADDED..
REV. B	14.10.19	BUILDING LEVELS REDUCED BY 0.7m. RETAINING WALLS & PATHS REVISED. PARKING AND BIN STORES REPOSITIONED.
REV. A	05.09.19	BIN STORE & SECTION POSITIONS ADDED. SCALE CORRECTED
PROJECT:	PROPOSED NEW DWELLINGS ADJACENT TO BROOKFIELD, MALTONGATE, THORNTON-LE-DALE	
CLIENT:	MR. AND MRS. G. FORSTER	
TITLE:	PROPOSED SITE PLAN	
DRAWING NO:	02	REVISION E
DATE:	July 2019	SCALE: 1:250 (A3)
PREPARED BY:	M.C.PEET	



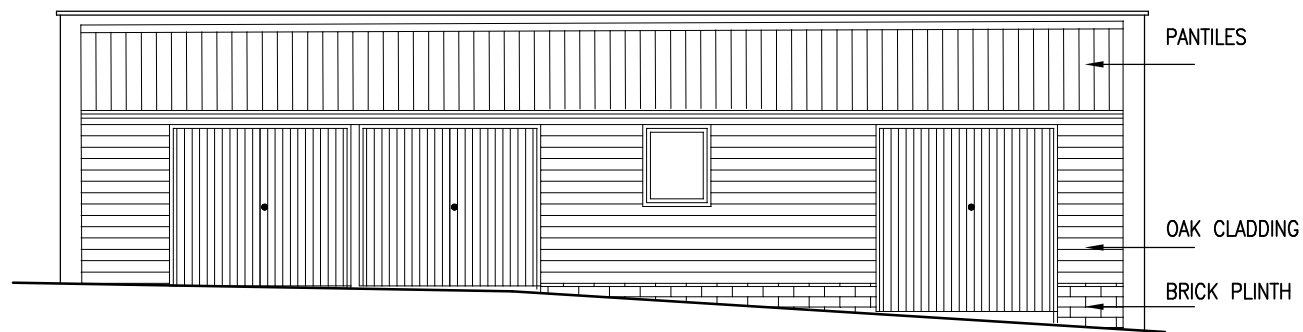
**EXISTING PLAN**



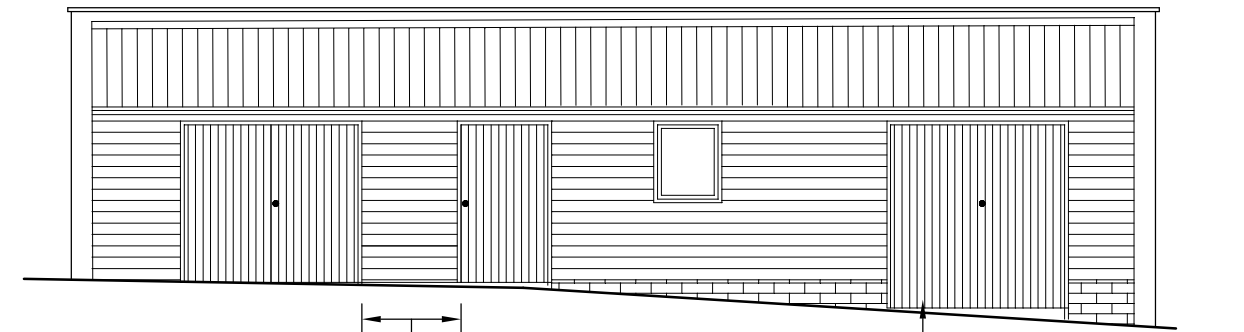
**PROPOSED PLAN**

EXISTING DOUBLE DOOR  
REDUCED TO SINGLE

REDUCE OPENING TO SINGLE DOOR:  
BLOCK OFF LEFT DOOR USING  
SINGLE SKIN 100mm BLOCKWORK  
INTERNALLY.



**EXISTING FRONT ELEVATION**

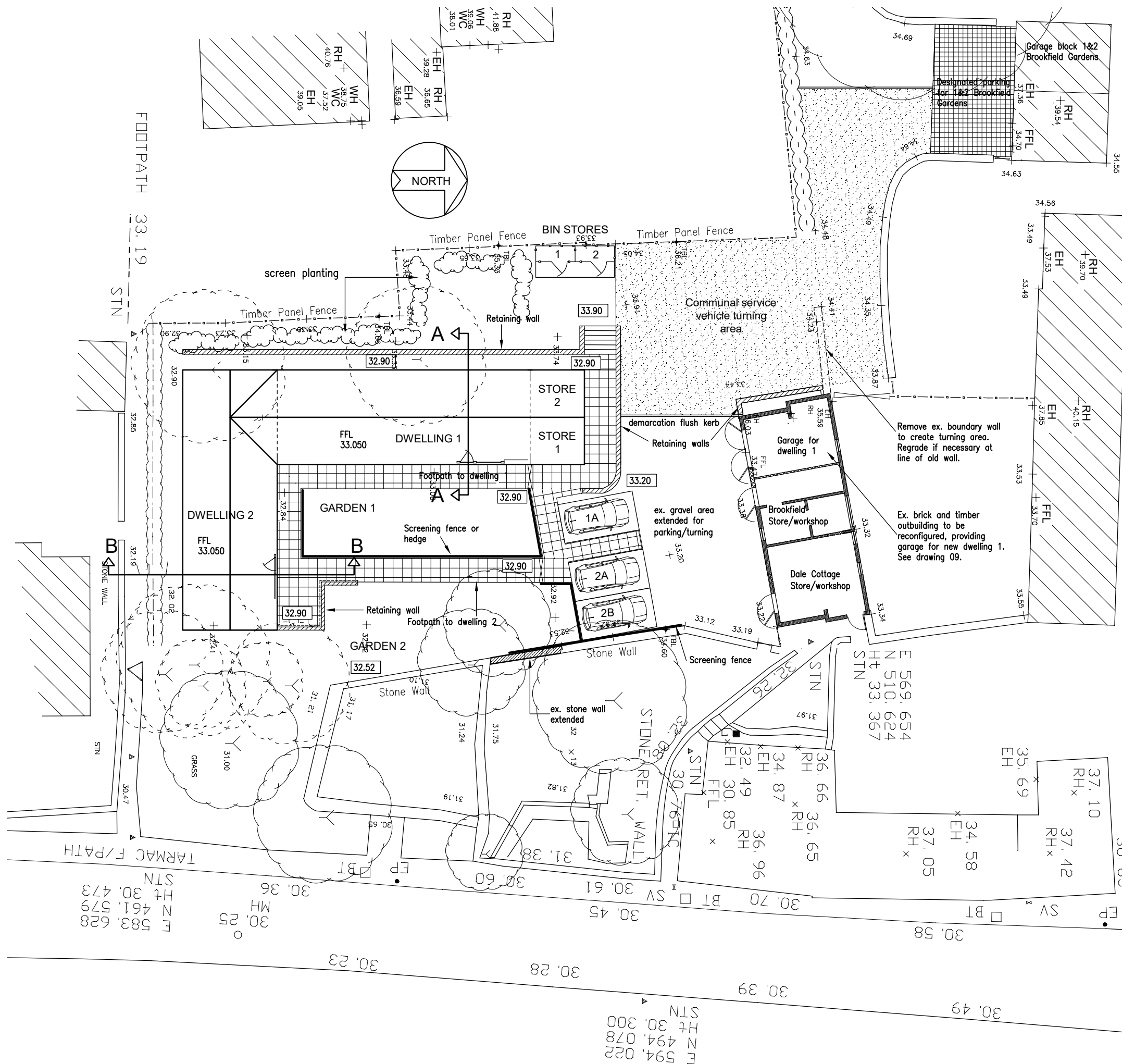


**PROPOSED FRONT ELEVATION**

LEFT HAND DOOR INFILLED WITH  
OAK CLADDING ABOVE BRICK  
PLINTH TO MATCH EXISTING

LEFT DOOR RETAINED BUT  
WITH BLOCK WALL BEHIND.

REV. A	24.04.20	DOOR WIDTH REDUCED TO DALE COTTAGE STORE		
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<b>CLIENT:</b>	MR. AND MRS. G. FORSTER			
<b>TITLE:</b>	PROPOSED ALTERATIONS TO OUTBUILDING			
DRAWING NO:	09	REVISION	A	
DATE:	March 2020	SCALE: 1:100 (A3)		
PREPARED BY:	M.C.PEET			

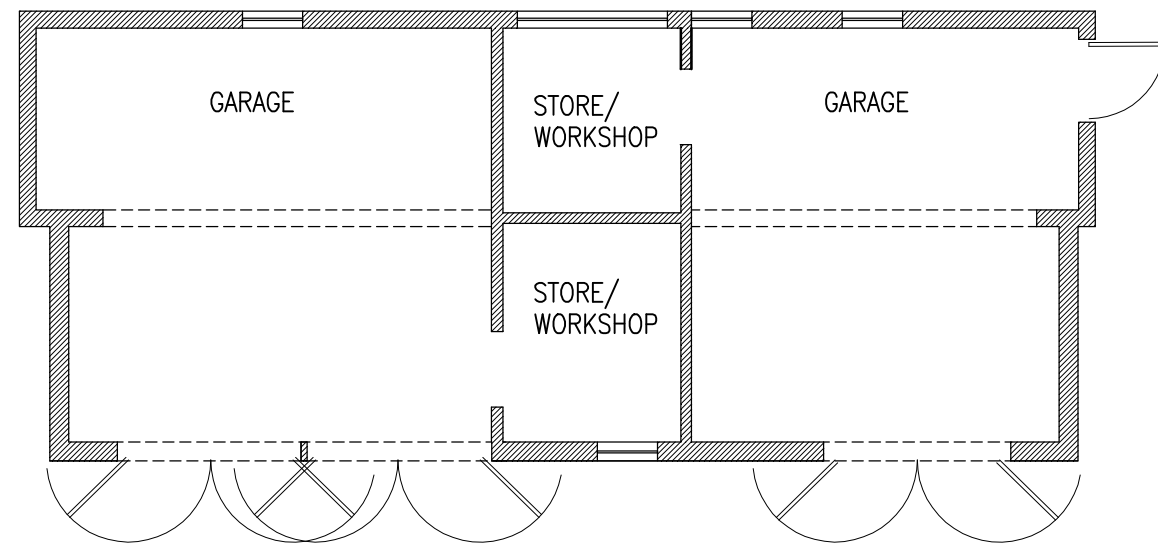


FOR SECTIONS A-A & B-B SEE DRAWING 06

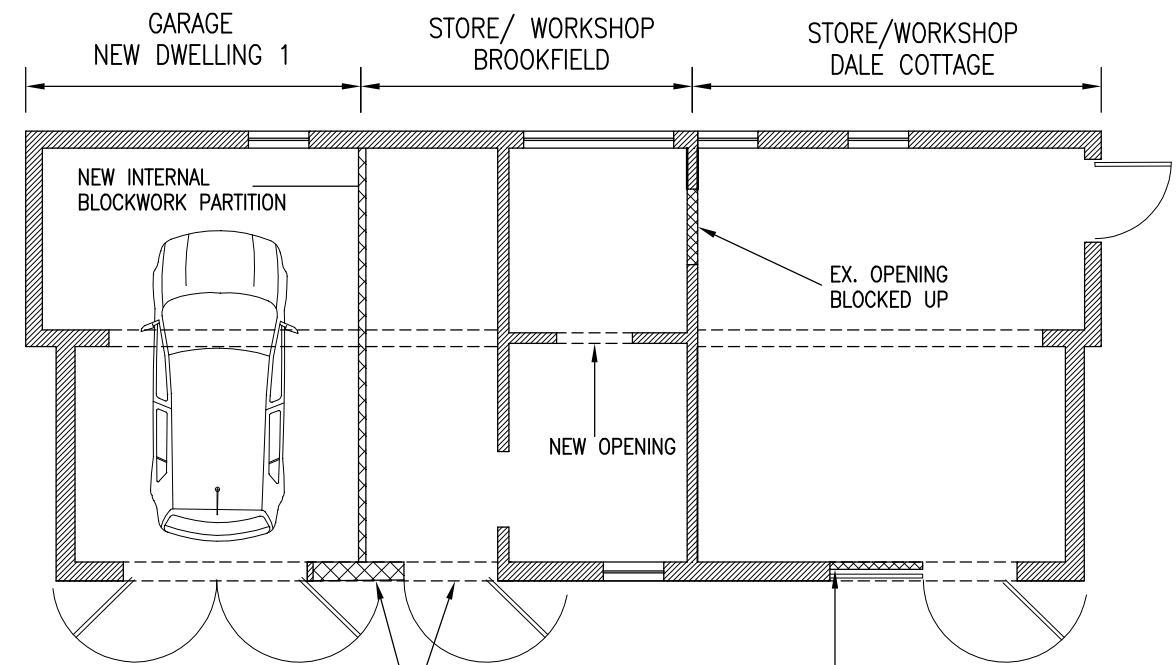
NYMNP  
20/05/2020

AMENDED

REV. E	24.04.20	DOOR WIDTH REDUCED TO DALE COTTAGE STORE
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DRAWING NO:	02	REVISION E
DATE:	July 2019	SCALE: 1:250 (A3)
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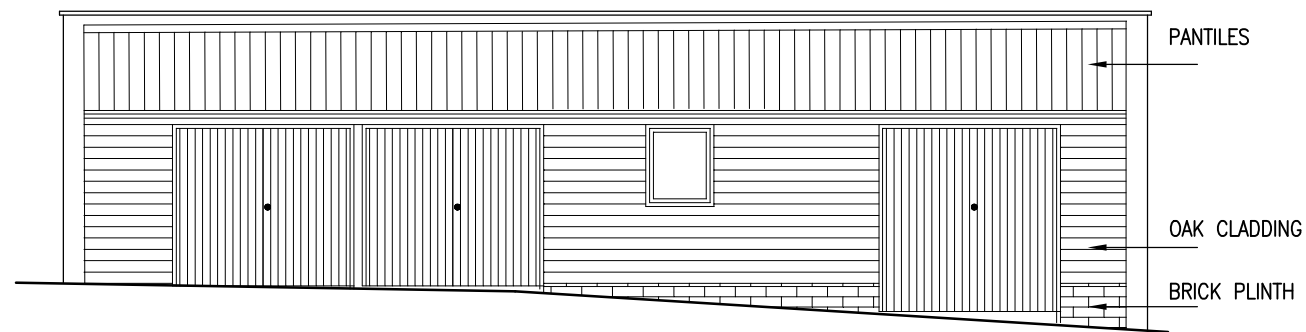


**EXISTING PLAN**

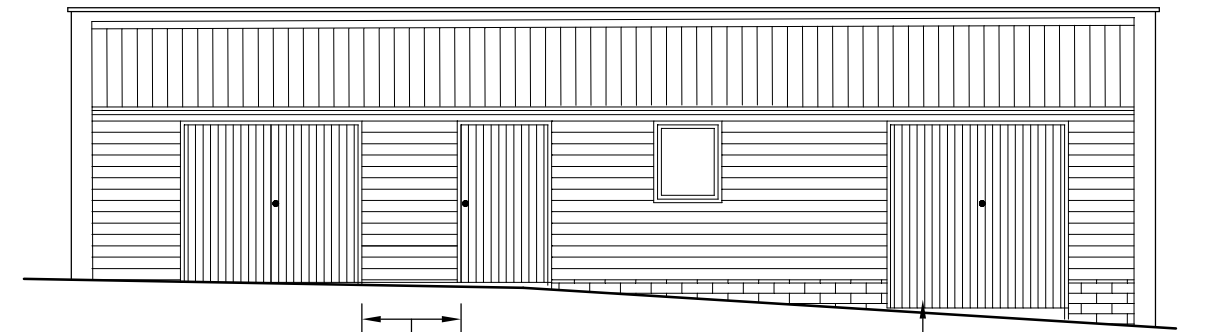


**PROPOSED PLAN**

REDUCE OPENING TO SINGLE DOOR:  
BLOCK OFF LEFT DOOR USING  
SINGLE SKIN 100mm BLOCKWORK  
INTERNALLY.



**EXISTING FRONT ELEVATION**



**PROPOSED FRONT ELEVATION**

LEFT HAND DOOR INFILLED WITH  
OAK CLADDING ABOVE BRICK  
PLINTH TO MATCH EXISTING

LEFT DOOR RETAINED BUT  
WITH BLOCK WALL BEHIND.

**NYMNPA**  
20/05/2020

AMENDED

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<b>CLIENT:</b>	MR. AND MRS. G. FORSTER			
<b>TITLE:</b>	PROPOSED ALTERATIONS TO OUTBUILDING			
DRAWING NO:	09	REVISION	A	
DATE:	March 2020	SCALE: 1:100 (A3)		
PREPARED BY:	M.C.PEET			