

From: mark pearson
Sent: 08 July 2020 15:24
To: Ailsa Teasdale; Alan Vandome; Neil Gawthorpe
Subject: Response to conditions

Hi Ailsa

Hope you are well and have survived the challenge of the past few months?

Apologies for the time it has taken for me to respond to your letter dated 20 Nov 2019. I had planned to have had this sorted at the start of the year and had even hoped to have the project underway by now. Unfortunately due to recent global circumstances this has had to take a bit of a back seat during these recent times of uncertainty.

I have responded to the below list of conditions in blue text and attached some documents that have been requested. I am still finishing the pollution prevention plan which will follow shortly and will submit the landscaping scheme for approval nearer to the time required.

Should you require any further information please do not hesitate to contact me

Mark

1.	TIME01	The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.
		I Agree to this.
2.	PLAN01	The development hereby permitted shall not be carried out other than in strict accordance with the following documents: Document Description Document No. Date Received Proposed Plan Room S17.24(21)3C 06/11/2019 Proposed Elevations S17.24(21)2D 06/11/2019 Proposed Site Plan S17.24(9-)2D 06/11/2019 Proposed First Floor Plan S17.24(00)4 12/07/2019 Proposed First Floor Plan S17.24(00)3 12/07/2019 Site Sections S17.24(9-)6 12/07/2019 or in accordance with any minor variation thereof that may be approved in writing by the Local Planning Authority.
		I Agree to this.
3.	RSU000	The area of the building hereby approved to be used as a café (Use Class A3) shall not be extended beyond the area marked as café on the Proposed Ground Floor Plan S17.24 (00)3 and shall not be used for any other purpose (including any other purpose in Class A3 of the Schedule to the Town and Country Planning (Use Classes) Order 2005, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order.
		I Agree to this.
4.	RSU000	The area of the building hereby approved to be used as a cycle hire shop (Use Class A1) shall not be extended beyond the area marked as a cycle hire shop on the Proposed Ground Floor Plan S17.24 (00)3 and shall not be used for any other purpose (including any other purpose in Class A1 of the Schedule to the Town and Country Planning (Use Classes) Order 2005, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order.
		I Agree to this.
5.	RSU000	Sales from the cycle hire shop area hereby approved shall be limited to ancillary retail sales associated with cycling unless otherwise agreed in writing with the Local Planning Authority.
		I Agree to this.
6.	RUU011	The dwelling unit hereby approved shall not be used for residential purposes other than holiday letting purposes. For the purpose of this condition 'holiday letting' means letting to the same person, group of persons or family for period(s) not exceeding a total of 28 days in any one calendar year.
		I Agree to this.
7.	RSU000	The holiday units hereby permitted shall form and remain part of the curtilage of the cycle hire business and cafe below and shall not be sold or leased off from the main business or let off except as holiday accommodation in accordance with the terms of condition 6 above without a further grant of planning permission from the Local Planning Authority.
		I Agree to this.

8.	GACS00	The café and shop hereby permitted shall not be open to customers outside the hours of 8am to 8pm on any day between April to September and 8am to 6pm on any day between the months of October and March inclusive. Outside of these times no food or drinks shall be served for consumption on or off the premises and the outside seating area shall not be used for any purpose. Any variation to these hours will require a new grant of planning consent from the Local Planning Authority.
		I Agree to this.
9.	GACS00	No external lighting above the details submitted in the lighting report by Ansell Lighting (Project Number : QUO-20263-P9R8M3) received at the National Park on the 12 July 2019 shall be installed in the development hereby permitted until details of lighting have been submitted to and approved in writing by the Local Planning Authority. The lighting shall be installed in accordance with the details so approved and shall be maintained in that condition in perpetuity.
		I Agree to this.
10.	MATS00	The details of the roof materials to the buildings hereby approved shall be submitted to the Local Planning Authority for approval in writing prior to works beginning on each individual building.
		I Agree to this.
11.	MATS28	No work shall commence on the timber cladding of the development hereby permitted until details, including the design and fixing of the timber cladding including samples if so required have been submitted to and approved in writing by the Local Planning Authority. The materials used shall accord with the approved details and shall be maintained in that condition in perpetuity unless otherwise agreed with the Local Planning Authority.
		I Agree to this.
12.	MATS47	The external face of the frame to all new windows shall be set in a reveal of a minimum of 60mm from the front face of the adjacent walling and shall be maintained in that condition in perpetuity unless otherwise agreed in writing with the Local Planning Authority.
		I Agree to this.
13.	MISC00	Prior to any works beginning on site to implement the approval hereby granted a schedule of works shall be agreed in writing with the Local Planning Authority which ensures that the proposed Bore Hole is installed and is fully operational to serve the site from the building phase onwards.
		It will not be possible to install the bore hole until the service road and plant room are constructed to allow plant access to drill and to house the tank and pump within the plant room. Please find attached CCC Construction schedule
14.	HWAY06	There shall be no access or egress by any vehicles between the highway and the application site until full details of any measures required to prevent surface water from non-highway areas discharging on to the existing or proposed highway together with a programme for their implementation have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The works shall be implemented in accordance with the approved details and programme.
		Please find attached detail of entrance CCC L&D site entrance and quote by L&D construction

15.	HWAY10	There shall be no access or egress by any vehicles between the highway and the application site (except for the purposes of constructing the initial site access) until splays are provided giving clear visibility of 43m measured along both channel lines of the major road Dykes Lane from a point measured 2.4m down the centre line of the access road. The eye height will be 1.05m and the object height shall be 0.6m. Once created, these visibility areas shall be maintained clear of any obstruction and retained for their intended purpose at all times.
		HWAY10 – Agree – please see CCC Site plan A Attached
16.	HWAY14 A	<p>Unless otherwise approved in writing by the Local Planning Authority, there shall be no excavation or other groundworks, except for investigative works, or the depositing of material on the site in connection with the construction of the access road or building(s) or other works hereby permitted until full details of the following have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority:</p> <ul style="list-style-type: none"> i) tactile paving; Details of entrance In Quote fro L&D construction and see below. ii) vehicular, cycle, and pedestrian accesses; iii) vehicular and cycle parking; iv) vehicular turning arrangements; v) manoeuvring arrangements; vi) loading and unloading arrangements.
		<p>HWAY14a – i) See details of entrance road structure on CCC L&D Quote attached</p> <ul style="list-style-type: none"> - Excavate whole area to a depth of 535mm below finished surface and keep spoil on site. - Provide and lay 7x5 chamfered kerbs to the front of the entrance on a concrete bed with haunching. - Provide and lay 10 x 5 half battered radius kerbs to the sides of the entrance on concrete bed with haunching. - Provide and lay 6 x 5 flat channel kerb to the rear of the entrance on a concrete bed with haunching. - Provide and compact 350mm of type 1 sub base to the whole area. - Provide and lay 90mm of 32mm road base to the whole area. - Provide and lay 50mm of 20mm binder course to the whole area. - Provide and lay 45mm of 35/14mm HRA to the whole area with coated chippings if specified. <p>-ii) Main entrance on site plan is the ONLY Vehicular, Cycle and Pedestrian entrance to site. (milestone planning suggest another small entrance at north of site in there traffic . We have dismissed this due to security reasons)</p> <p>-iii) Please refer to CCC Site plan A Attached which shows car parks. A cycle rail will be situated alongside the seating area near cafe for people to lock their own bikes to.</p> <p>- iv) Please refer to CCC Site plan A Attached which shows turning circle to west of building to allow vehicles to exit site forwards.</p> <p>-v) Please refer to CCC Site plan A construction deliveries will be able to use the same turning circle. Once plant room access road constructed, an area cross hatched on the hard standing marked will be kept clear to allow vehicles to turn and exit site forwards from plant room.</p> <p>- vi) Vehicles to turn at turning points as mentioned in above points and to unload onto 3 designated parking spaces in northern car park or onto overflow parking on southern one.</p>

17.	HWAY14B	<p>Provision of Approved Access, Turning and Parking Areas No part of the development shall be brought into use until the approved vehicle access, parking, manoeuvring and turning areas approved under condition number 16 is available for use unless otherwise approved in writing by the Local Planning Authority. Once created these areas shall be maintained clear of any obstruction and retained for their intended purpose at all times.</p>
		I Agree to this. Please see Parking management plan
18.	HWAY15	<p>Parking Spaces to Remain Available for Vehicle Parking Notwithstanding the provision of any Town and Country Planning General Permitted or Special Development Order for the time being in force, the areas shown on S17.24(9-)-2D for parking spaces, turning areas and access shall be kept available for their intended purposes at all times.</p>
		I Agree to this. Please see Parking management plan
19.	HWAY00	<p>Prior to the development being brought into use a Parking Management Plan based on the submitted details shall have been submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highway Authority which takes into account arrangements for regular activities, as well as additional activities and functions, which will prevent overspill parking on Dikes Lane and any other areas that may be affected if the parking on the site cannot satisfy the demand. The Parking Management Plan shall be implemented once the site becomes operational. Should any material changes occur to the measures contained within the approved plan, or the facilities detailed are no longer available for use, the plan should be modified and resubmitted for approval.</p>
		I Agree to this. Please see Parking management plan
20.	HWAY18A	<p>There shall be no access or egress by any vehicles between the highway and the application site until details of the precautions to be taken to prevent the deposit of mud, grit and dirt on public highways by vehicles travelling to and from the site have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. These facilities shall include the provision of wheel washing facilities where considered necessary by the Local Planning Authority in consultation with the Highway Authority. These precautions shall be made available before any excavation or depositing of material in connection with the construction commences on the site and be kept available and in full working order and used until such time as the Local Planning Authority in consultation with the Highway Authority agrees in writing to their withdrawal.</p>
		I Agree to this. As we are installing a bore hole and will have no water. until then i intend to situate an ICB water with hose near the entrance with brush, hand pump and hose to clean vehicles prior to them leaving site.

21.	HWAY24	<p>Unless approved otherwise in writing by the Local Planning Authority there shall be no establishment of a site compound, site clearance, demolition, excavation or depositing of material in connection with the construction on the site until proposals have been submitted to and approved in writing by the Local Planning Authority for the provision of:</p> <ul style="list-style-type: none"> i) on-site parking capable of accommodating all staff and sub-contractors vehicles clear of the public highway; ii) on-site materials storage area capable of accommodating all materials required for the operation of the site. <p>The approved areas shall be kept available for their intended use at all times that construction works are in operation. No vehicles associated with on-site construction works shall be parked on the public highway or outside the application site.</p>
		<p>I Agree to this.</p>
22.	LNDS01	<p>Prior to the development being brought into use details of a landscaping scheme for the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall provide for confirmation of the hard and soft surfacing of the full site and shall include details of any existing hedges and trees to be retained on the site together with any measures for managing/reinforcing these and shall specify plant species, sizes and planting densities for any new areas of planting. The approved details shall be carried out no later than the first planting season following the occupation of the buildings, or completion of the development, whichever is the sooner, or in accordance with a programme agreed by the Local Planning Authority. The approved landscaping scheme shall be maintained in perpetuity unless otherwise agreed in writing by the Local Planning Authority.</p>
		<p>I Agree to this.</p>
23.	LNDS03	<p>No trees, shrubs or hedges on or surrounding the site shall be felled, uprooted, wilfully damaged or destroyed, cut back or removed without the prior written consent of the Local Planning Authority. Any work approved shall be carried out in accordance with British Standard 3998:2010 Tree Work - Recommendations. If any retained tree/hedge is removed, uprooted, destroyed or dies within five years of the completion of the development, it shall be replaced with trees, shrubs or hedge plants of a similar size and species, unless the Local Planning Authority gives written consent to any variation.</p>
		<p>I Agree to this.</p>
24.	LNDS06	<p>No work shall commence to clear the site in preparation for the development hereby permitted until protective fencing to form a Tree Protection Zone has been installed around each tree or tree group to be retained, unless otherwise agreed in writing with the Local Planning Authority. The fencing shall comprise a secure vertical and horizontal framework of scaffolding supporting chestnut paling or chain link fencing no less than 1.3 metres in height (or of a specification to be agreed) and shall be positioned at a distance from the trunk as set out in accordance with guidance given in British Standard 5837:2012 Trees in relation to design, demolition and construction – Recommendations. No excavations for services, storage of materials or machinery, parking of vehicles, depositing or excavation of soil or rubble, lighting of fires or disposal of liquids shall take place within any area designated as a Tree Protection Zone.</p>

		The protective fencing around each Tree Protection Zone shall not be removed or repositioned for the full duration of the development hereby approved without the prior written consent of the Local Planning Authority.
		I Agree to this.
25.	MISC00	Before any works to the building hereby permitted commences, the applicant/ecological consultant shall forward a copy of the Natural England European Protected Species Licence covering approved mitigation to the National Park Authority. Works shall then proceed in accordance with this license.
		I Agree to this. RH ecological have started this submission
26.	MISC00	The development hereby permitted shall be carried out in accordance with the mitigation measures set out in Section 9.3.2 of the submitted Bat Survey dated August 2019. This states that if construction work takes place during the bird nesting season (March to August inclusive) a suitably qualified ecologist should confirm that no nesting birds are present in/on the buildings. Integral bird boxes (such as bricks and tiles) are recommended to be installed during the construction phase
		I Agree to this.
27.	MISC00	The development hereby permitted shall be carried out in accordance with the mitigation measures set out in Section 9.3.3 of the submitted Bat Survey dated August 2019. This states there is approximately 30 metres between the development site and the watercourse. A Pollution Prevention Plan should be drawn up before construction work begins. This should be based on 'Works in, near or over watercourses; PPG5: prevent pollution' (now withdrawn)
		I Agree to this. pollution prevention plan (To follow shortly)
1.	Bats	
2.	Coal Referral Area	
3.	Section 106 Agreement	
4.	Please contact Debbie Trafford (National Park Head of Ranger Service) for help with route promotion and to avoid any over promotion of vulnerable bridleways in inappropriate conditions. The National Park Authority is happy to work with the applicant to pick more sustainable routes and perhaps improve the carrying capacity of some strategic links. We also strongly recommend engaging with landowners/occupiers at an early stage about the possible of off road routes.	
5.	Visibility Splays	
6.	Details of Access, Turning and Parking	
7.	Birds	

Phase 1 External Works

Task 1 Construction of Entrance

Once details approved by Highways & NYMNP Starting ASAP Make existing entrance wider with hard standing apron. Create vehicle wash zone with IBC water tank, hand pump and brush

Task 2 Construction of Access road

Dig off new access roadway to plant room. Including southern carpark spaces. Back fill with base stone. Finished surface to be complete at later stage.

Task 3 Drains, sewage, turning circle

Dig hole for klargester and associated drainage. Clear paddock to west of existing building thus enlarging turning circle. Clear car park back to existing sub surface stone to enable trades people off road parking

Phase 1 Milestone A Base surface all hard standing areas

Task 4 construct Plant room

Build plant room as planning. install ducting for electric and water to desired locations for each So ready for their installation. Create Batloft as per NE license

Task 5 Install mains electric

Northern Ppowergrid to install electric to main building and plant room

Task 6 Install water bore hole

M&D Drilling to install water bore hole with electric pump and tanks situated within plant room.

Task 7 Construction Cafe entrance/ext Install sewage treatment.

RA Dalton to install sewage treatment plant as per plans. Construct single story entrance way extension to cafe.

Task 8 final surface carpark

Finish car park with road planeings as most ground works finished.

Task 8 Replace roof on existing structure

With Ecologist present. Remove old roof construct steel work, re-roof and make water tight.

Task 9 Adapt openings/new windows

Change existing window openings and fit new as per plans

Task 10 Cladding & rendering

Render lower and clad upper half of building. Sample to be pre approved by NYMNP

Task 11 landscaping

Finished surfaces/pathways paved and any new plantings done as per landscape plan which will be submitted to NYMNP for pre approval

Phase 1 Milestone B Building watertight

Phase 2 Internal Works

Task 1 Internal Structure walls/ insulation

Built as per planning by contractor (yet to be employed)

Task 2 external staircases

Install of metal staircases by contractor (yet to be employed)

Task 3 First fix electric

Built as per planning by contractor (yet to be employed)

Task 4 first fix plumbing

Built as per planning by contractor (yet to be employed)

Task 5 install commercial kitchen and extractor

Built as per planning by contractor (yet to be employed)

Task 6 2nd fix cafe and bike shop& furnish

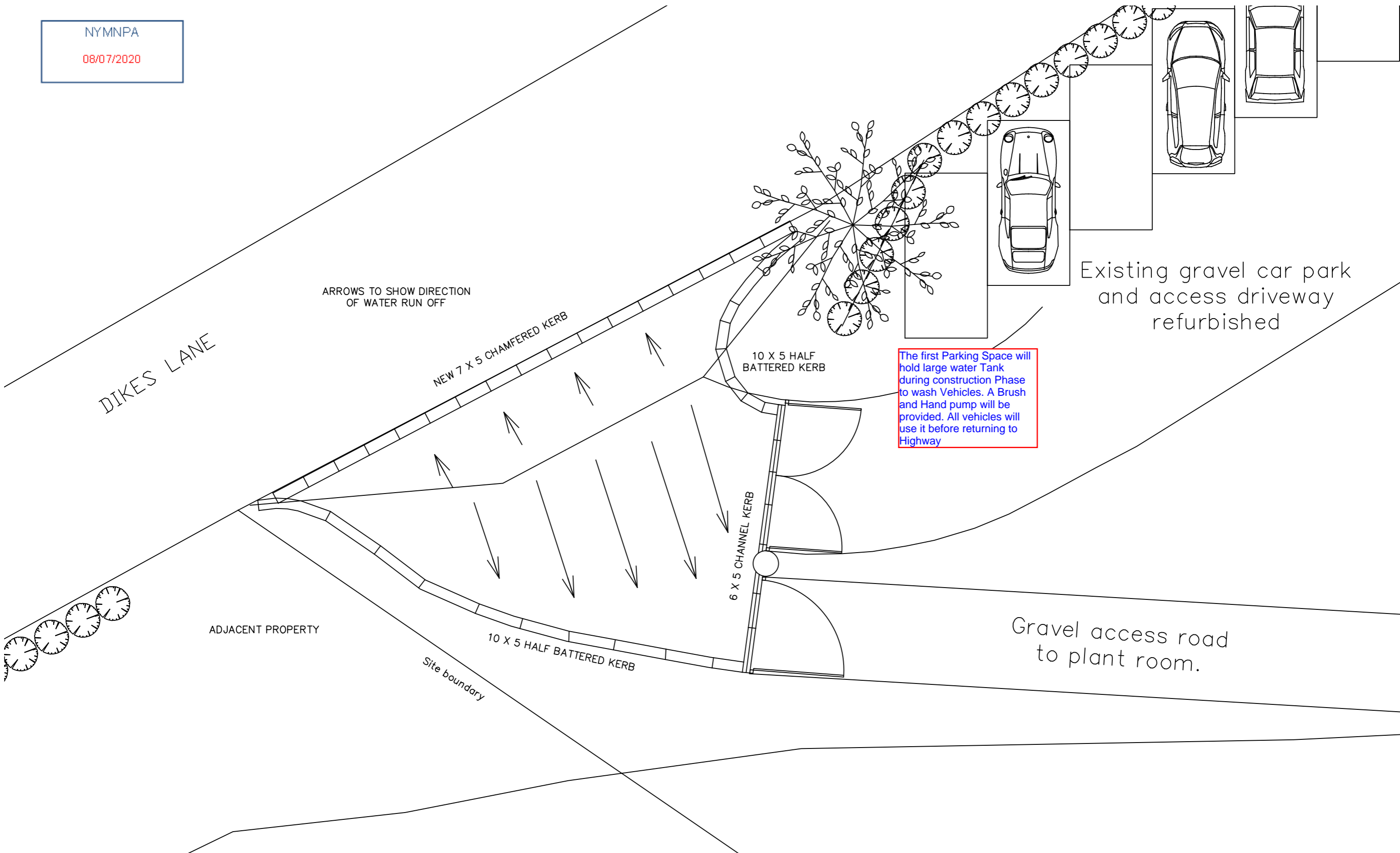
Built as per planning by contractor (yet to be employed)

Task 7 2nd fix holiday Lets

Built as per planning by contractor (yet to be employed)

Open Cafe And cycle hire


Open holiday lets



The first Parking Space will hold large water Tank during construction Phase to wash Vehicles. A Brush and Hand pump will be provided. All vehicles will use it before returning to Highway

Rev	Date	Note

Alan Vandome
Architectural Consultant
1 College Square
Stokesley TS9 5DL



Project
**GRIBDALE STABLES, DIKES LANE
GREAT AYTON TS9 6HJ**

Change of use from Equine Trecking Cente to Cycle Hire Shop, Cafe and Holiday Accomodation.

Title PROPOSED SITE ENTRANCE	
Date March 2020	Scale A3 - 1/100
Drawn A V	Drawing No. S17.24(9-7)

Parking Management Plan

Cooks Cycle Centre

Aim

Parking provided within our proposed plans should be sufficient for our intended usage. We will provide 17 spaces in the main parking area 2 of which will be for disabled use. The sub base of heavy stone for the hard standing parking area is already in place from when the building was built as an equine trekking centre. We intend to scrape the surface foliage back to this, then finish using gravel, recycled road planeings or stone chippings to allow surface water to soak through.

On the lower area near the plant room we will provide a Guest & staff parking area. We will ask guests staying with us to unload their bags upon arrival then park at the lower level as once they are here we anticipate that cycle will be their preferred method of transport during their stay. This will create 5 more spaces in front of the plant room made up of a heavy stone base finished with either gravel recycled road planings or stone chippings.

We will have enough room to the side of the service road to leave a level grass area (unsurfaced) which could be utilised as overflow spaces if required on busy bank holidays. See section 4 milestone transport & Parking Statement

Contingency Plans

Should the business be even more successful than we anticipate and the parking laid out as above become insufficient we intent to put the following rules and signs in place so our intentions are clear from the beginning.

During peak periods we will display clear signage at the entrance directing people to the existing NP car park at Gribdale Gate explaining the distance and time it would take to walk or cycle back (see example of wording, the style and font may change)

Cooks Cycle Centre

Cycle Hire & Walk or Ride in Cafe

Car Parking Strictly for Patrons only

<<< Long stay parking available at Gribdale Gate -
1/2mile or 5mins walk <<<

>>>Residents, Staff & Deliveries please use
service entrance >>>

NO ROADSIDE PARKING PERMITTED

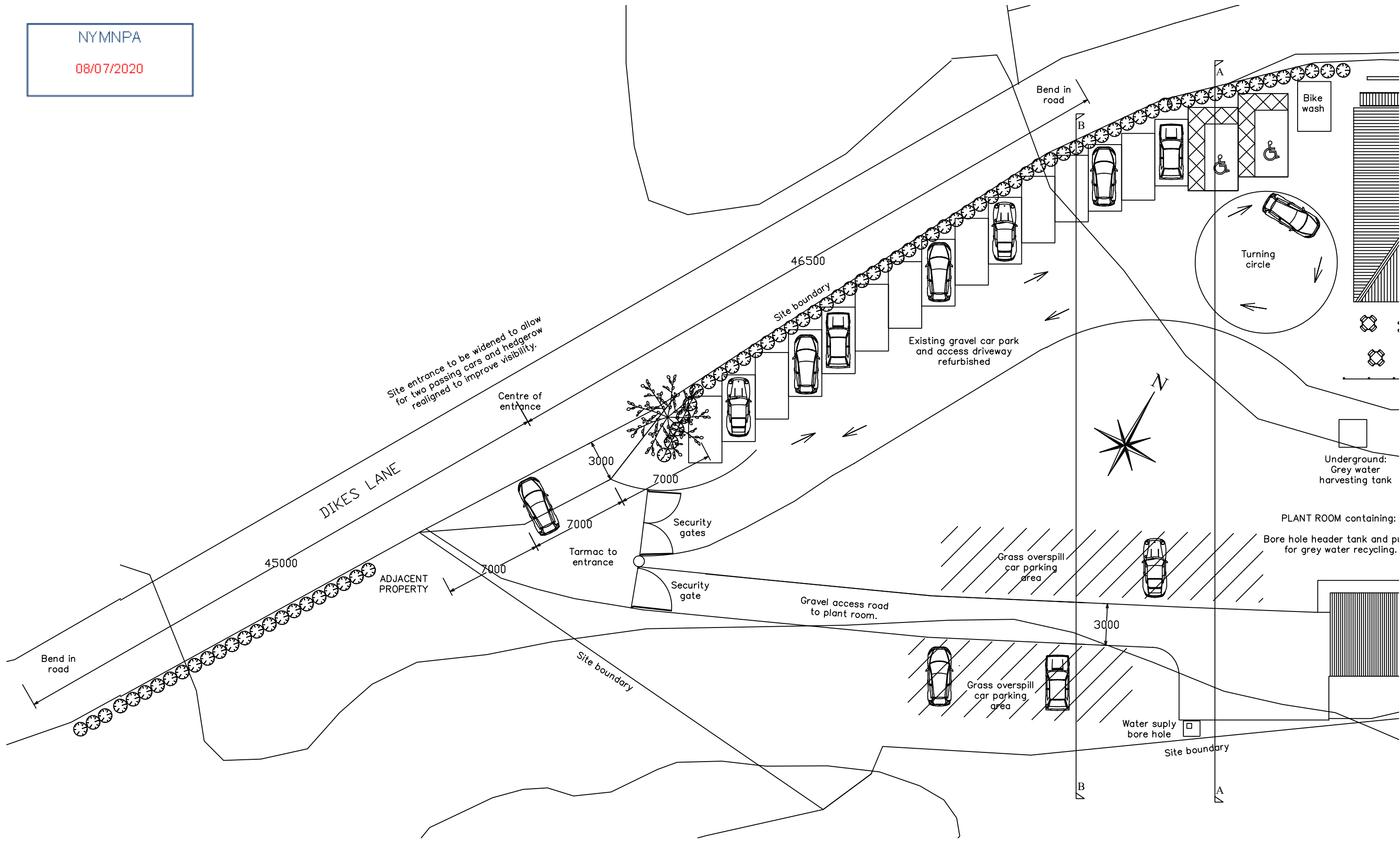
To prevent parking on grass verges in the vicinity of the site we are willing to erect NO PARKING signs at our expense from the start of Dikes lane to above Gribdale terrace. Anyone found ignoring these signs will not be welcome as a customer at Cooks Cycle Centre.

Construction phase

During construction all vehicles associated with contractors will be parked on site in the proposed car park spaces. Vehicles making deliveries will have clear turning areas to the west of both the main building and plant room which will be kept Clear at all times.

The amount of visitors and the Parking made available is based on the Milestone transport and parking statement attached as a separate PDF. Section 4

NYMNPA
08/07/2020



PLANNING APPLICATION DRAWING

A.	5mar20	Hedgeline reduced to side of entrance
Rev	Date	Note

Alan Vandome
Architectural Consultant
1 College Square
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Project
**GRIBDALE STABLES, DIKES LANE
GREAT AYTON TS9 6HJ**

Change of use from Equine Tracking Centre to Cycle Hire Shop, Cafe and Holiday Accomodation.

Title PROPOSED SITE ENTRANCE	
Date July 2019	Scale A3 - 1/250
Drawn A V	Drawing No. S17.24(9-)-5A

NYMNP

08/07/2020

Proposed Cycle Hire Shop,
Cafe and Holiday
Accommodation

Land South of Dikes Lane,
Great Ayton

Transport Statement prepared on
behalf of Mr and Mrs Pearson

October 2019

Proposed Cycle Hire Shop, Cafe and Holiday Accommodation, Land South of Dikes Lane, Great Ayton

Project No: MTP Ref: 19-200

Document Reference No:

Document Title: Transport Statement

Date: October 2019

Client Name: Mr and Mrs Pearson

Project Manager: Darran Kitchener

Author: Harry Mann

Produced By: [Milestone Transport Planning Limited](#)
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Document history and status

Revision	Date	Description	Prepared By	Checked By	Authorised By
-	17/10/2019	Draft Issue	H. Mann	D. Kitchener	D. Kitchener
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CONTENTS

1.	Introduction	1
2.	Baseline Conditions	3
	Local Context.....	3
	Local Highway Network.....	3
	Existing Site Access.....	5
	Pedestrian & Cyclist Accessibility	6
	Public Transport Connections	7
	Proximity to Local Amenities	8
	Sustainability Summary.....	8
	Road Safety Analysis	8
3.	Proposed Development.....	10
	Proposed Access Arrangements.....	11
	Parking Provision	12
4.	Trip Generation, Impact & Parking Assessment.....	13
	Trip Generation & Impact	13
	Parking Assessment.....	14
5.	Summary & Conclusions	15

Tables

Table 2.1	Bus Service Summary.....	7
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Appendices

Appendix 1	Proposed Layout Plan
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1. Introduction

1.1 This Transport Statement (TS) has been prepared on behalf of Mr and Mrs Pearson to consider the highway and transportation impacts of a proposed "cycle centre", comprising a cycle hire shop, cafe and holiday accommodation on Land South of Dikes Lane, Great Ayton.

1.2 The site is situated within the North York Moors National Park, 2km east of Great Ayton, 12.5km southeast of Middlesbrough and 5km southwest of Guisborough as indicated in Figure 1. The location of the site and position in relation to the local highway network is indicated in Figure 2.

Figure 1 Site Location Plan

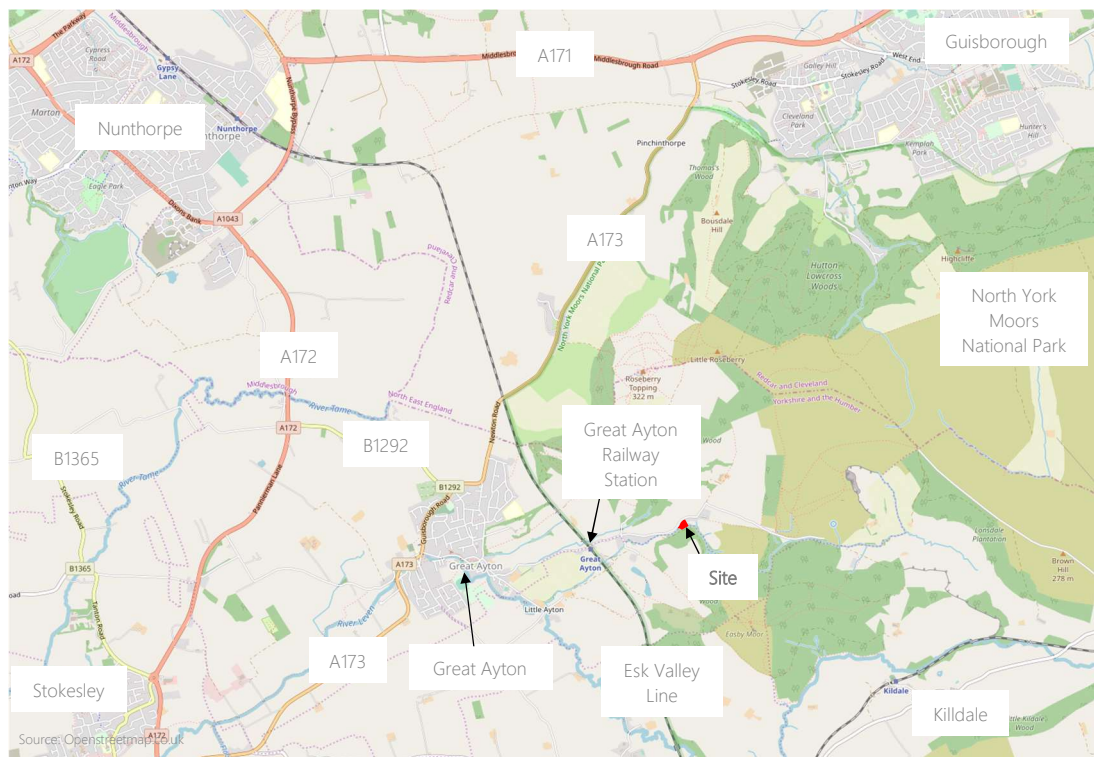
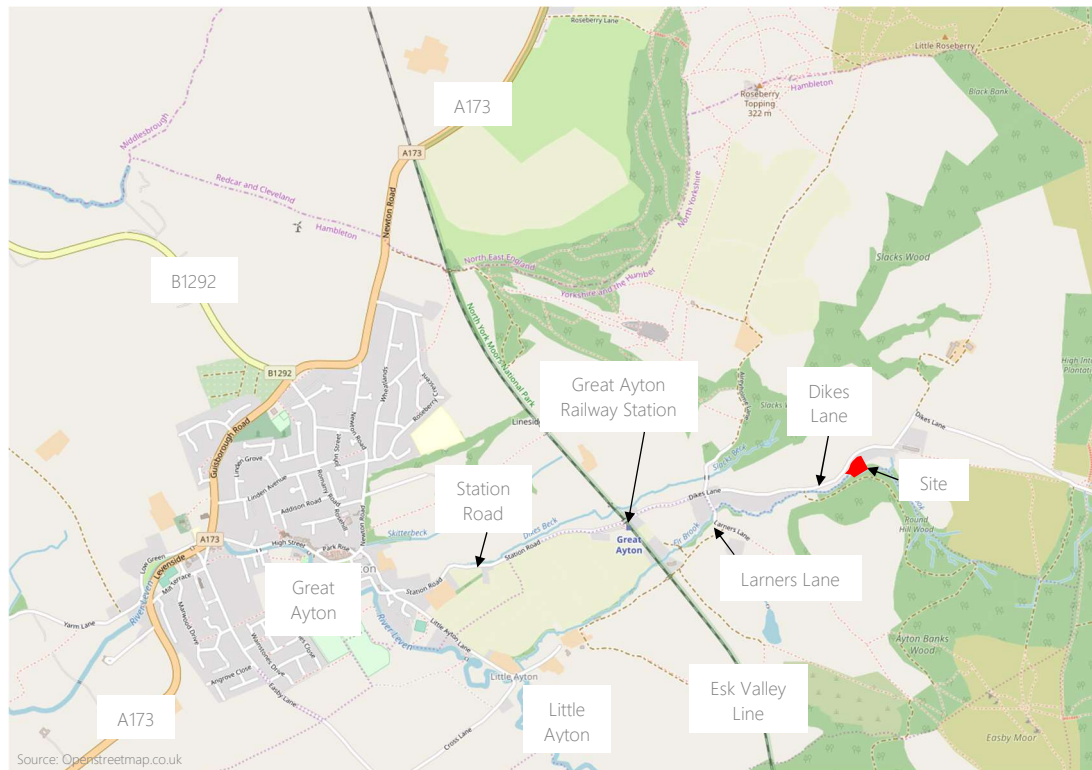


Figure 2 Site Location Plan- Local Highway Network



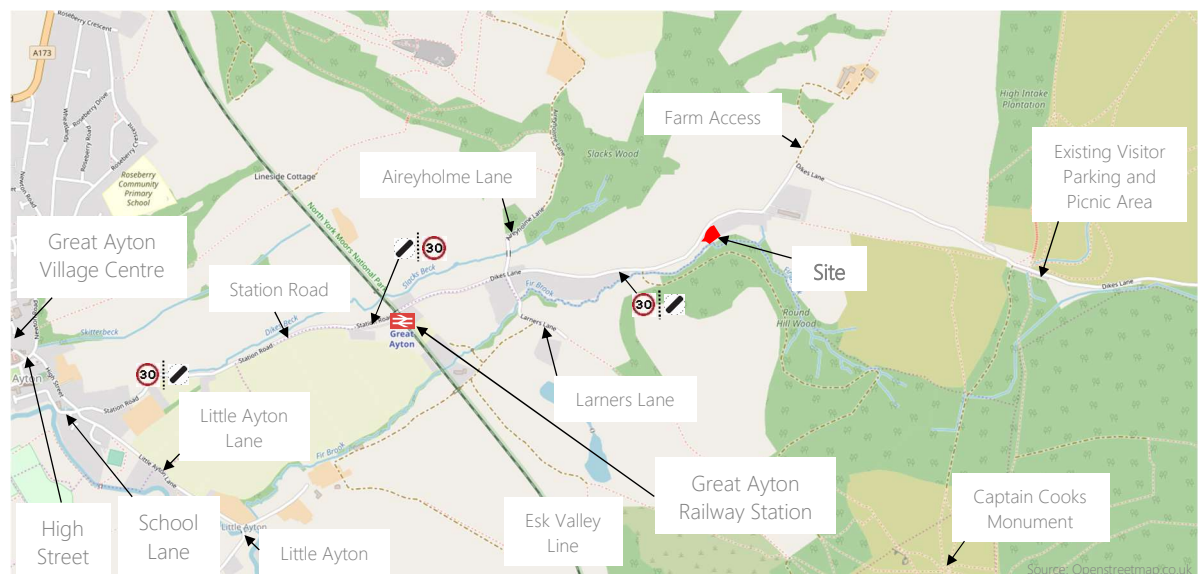
- 1.3 The 0.36-hectare site is also known as 'Gribdale Stables' and comprises a redundant equestrian building, alongside a scrubby grassland area with a steep gradient, previously used as a base for horse trekking on within the National Park. The site benefits from extant planning permission (planning ref: NYM3/3/2601E) for the equestrian use and permits 20 car parking spaces to serve the visitors to the site.
- 1.4 Vehicular and pedestrian access to the site is currently provided by a gated priority access off Dikes Lane that would be retained and improved to facilitate the proposed development.
- 1.5 The scope of this TS includes the following:
- Details of the site and surrounding area in transportation terms;
 - A review of the most recent five years of accident data for the highway network in the vicinity of the site;
 - Details of the proposed development;
 - Consideration of accessibility by sustainable modes of transport;
 - A trip generation and impact assessment;
 - Assessment of level of proposed parking; and
 - Summary and conclusions.

2. Baseline Conditions

Local Context

- 2.1 The site is located 2km east of the village of Great Ayton in a rural setting. Great Ayton has good highway links to main conurbations in the area including Stokesley (4.5km southwest of the site) and Guisborough (4km northeast of the site) via the A173, and Nunthorpe (5.5km northwest of the site) via the B1292 and A172. Although Great Ayton itself is not within the North York Moors National Park boundary, the site is 930m within of the National Park boundary.
- 2.2 The site is bound by a residential property to the east, Dikes Lane to the north and agricultural land to the west. There are extensive woodlands located immediately south of the site, maintained by the Forestry Commission. Adjacent to the site this land consists of scrubland similar to that found on the development site, separated by a narrow watercourse and an access track which is restricted for use by forestry vehicles and non-motorised users only (i.e. no private vehicular access is permitted). The site location is shown in the context of the surrounding area and local highway network, in Figure 3.

Figure 3 Local Context / Highway Network



Local Highway Network

- 2.3 The site is connected to the centre of Great Ayton in the west by Dikes Lane / Station Road. The route continues east towards Kildale; however, the road narrows and becomes an unsurfaced track beyond the National Park parking area which is located c.1km to the east of the site. As such, all vehicular access to the area is anticipated to be from the east.
- 2.4 Dikes Lane / Station Road follows an alignment with frequent bends, lined intermittently with narrow verges and hedgerows, as well as several farmsteads and private residential properties.

- 2.5 In the vicinity of the site, Dikes Lane is of rural character with a derestricted speed limit, approximately 5.5m wide, unlit and has no footways or centre line road markings, as shown in Figure 4.

Figure 4 Dikes Lane in Vicinity of Site



- 2.6 200m west from the site, Dikes Lane becomes more residential in character. The speed limit changes to 30mph and the road is in the vicinity of Great Ayton Railway Station, and although no footways are present, the road widens to allow white centre lines to commence on the carriageway.
- 2.7 From the bridge over the Esk Valley railway line, Dikes Lane becomes Station Road, continuing west with a derestricted speed limit and a footway on the south side of the carriageway. Station Road remains unlit until the speed limit reduces to 30mph at Great Ayton, where street lighting commences and the footway switches to the north side of the carriageway.

- 2.8 From this point the road is more residential in character and continues to its junction with Little Ayton Lane and School Lane (a residential access road) - a four-arm mini roundabout.
- 2.9 Station Road then provides a connection to Great Ayton High Street and the A173, which, in turn, offers routes to the wider area, including Guisborough and Stokesley.

National Park Access

- 2.10 Dikes Lane, east of the site, follows an undulating alignment, with several sharp bends, before narrowing to c.3.5m wide as it approaches the National Park car park.
- 2.11 The car park is surfaced with a loose stone material, in keeping with most parking areas within the National Park, which can accommodate c.40 vehicles. Visitors can use the car park to access the numerous Public Rights of Way throughout the National Park, including Captain Cook's monument.

Existing Site Access

- 2.12 The site is accessed by a private gated entrance directly onto Dikes Lane, as shown in Figure 5.

Figure 5 Existing Site Access



- 2.13 A speed survey was undertaken between Monday 23rd September and Sunday 29th September 2019. Data was collected with an automatic traffic counter (ATC) located adjacent to the existing site access which recorded traffic volume, mean traffic speeds and 85th percentile traffic speeds.
- 2.14 It is worth noting that the number of vehicles recorded during the survey period was too low to produce an accurate 85th percentile speed result and as such has not been used within this assessment.

- 2.15 The 7 day, 24-hour mean observed speeds were recorded as 26.2 mph in a northeast direction and 25.3mph southwest. The maximum speed recorded of vehicles travelling northeast did not exceed 36mph and 81.6% of the recorded speeds were below 31mph. Southwest bound, the maximum speed recorded did not exceed 36mph, whilst 94% of recorded speeds were below 31mph.
- 2.16 As such, it is considered reasonable to conclude that the prevailing vehicle speeds on Dikes Lane, in the vicinity of the site, is c.30mph in either direction.
- 2.17 The ATC also recorded the number of vehicles using the route over the survey period and the results show that Dikes Lane is lightly trafficked, with a two-way, 24 hour observed count of just 295 vehicles, averaged over the seven days.

Pedestrian & Cyclist Accessibility

- 2.18 The area surrounding the site is popular with walking and cyclists and there is an extensive network of unsurfaced footpaths, forestry tracks and bridleways that are suitable for leisure use surrounding the site. The local footpath / bridleway network is displayed in Figures 6 & 7.

Figure 6 Non-Motorised User Network

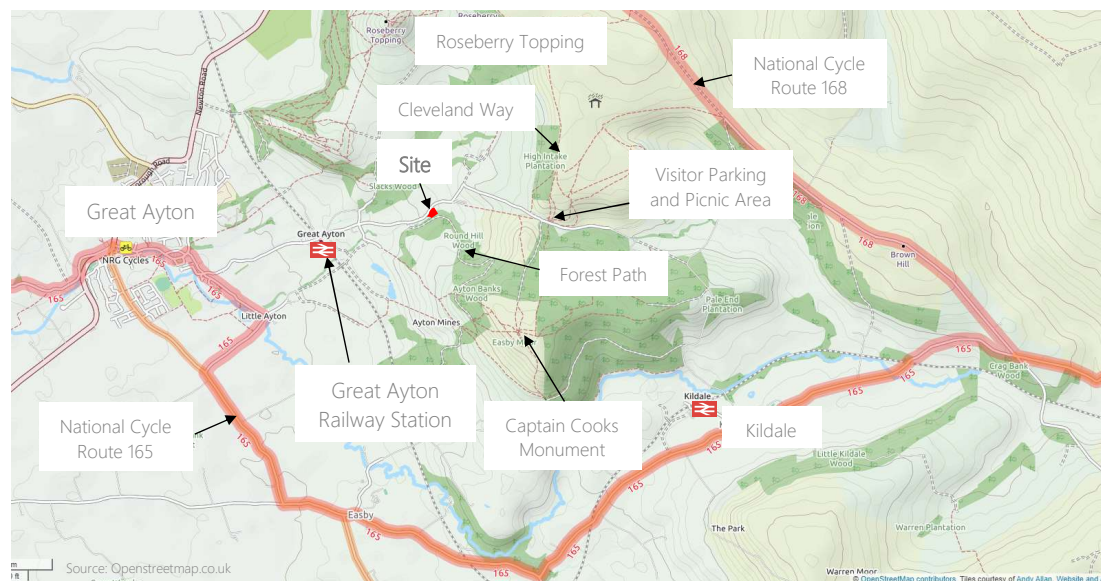
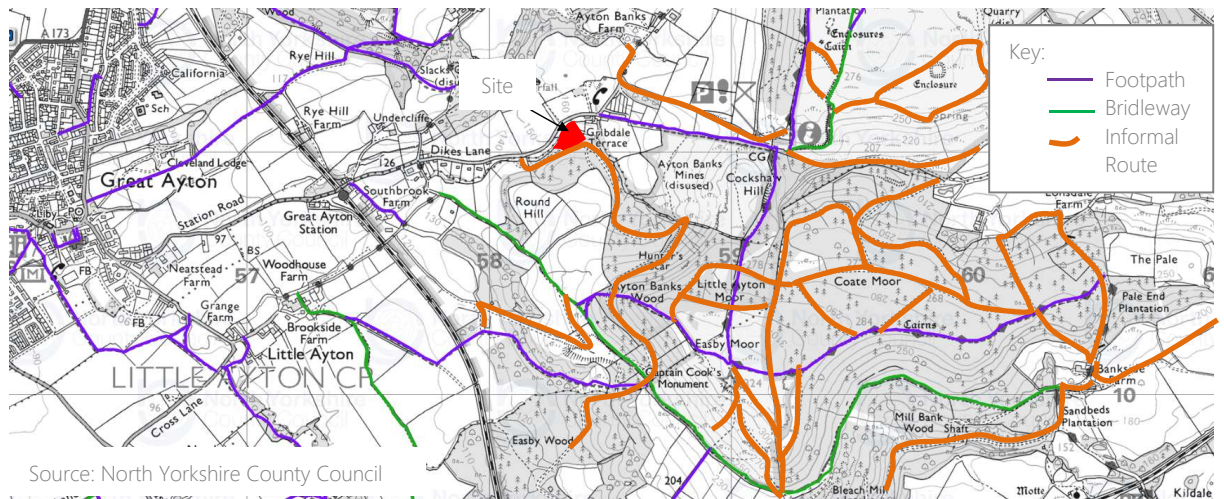


Figure 7 Footway / Bridleway Network



2.19 The local network of footpaths and bridleways can be accessed approximately 950m west and 200m east of the site access using Dikes Lane. From these access points, the majority of local conurbations and visitor destinations can be reached using off-road leisure walking routes. These walking routes would be the primary destination or point of origin for the majority of anticipated visitors of the site.

2.20 The North York Moors National Park is recognised as a popular destination with walkers and cyclists and it is common to observe non-motorised users using the carriageway to access their destinations. Recorded vehicle speeds on Dikes Lane are low and drivers are likely to be more cautious when using the route due to its alignment and the likelihood of encountering a walker or cyclist within the carriageway. A full road safety analysis has been undertaken later in this TS.

Public Transport Connections

2.21 The nearest bus stop to the site is located 2.2km from the site and is typically rural in nature, with a timetable and road markings and provides access to eastbound services. A further stop is located c.20m away, serving westbound buses, but is only equipped with a timetable (no road markings). The services available from these stops are summarised in Table 2.1.

Table 2.1 Bus Service Summary

Bus Service	Frequency (Both bus stops combined)
28 / 28A Middlesbrough – Lingdale / Stokesley	1 service per hour (08:11 to 18:34)
81 Stokesley - Marske	1 service per hour (10:00 to 18:00)
M4 Stokesley - Guisborough	1 service per day

- 2.22 Great Ayton Railway Station is 950m west of the site and is located on the Esk Valley Railway Line. The station is operated by Northern and offers four direct services per day from Whitby to Middlesbrough. The station benefits from secure cycle parking facilities, a car park for ten vehicles and step-free access to both platforms.

Proximity to Local Amenities

- 2.23 There are limited amenities within the immediate vicinity of the site, reflecting its rural nature. However, Great Ayton (c.2km west of the site) offers a wide range of amenities including:

- Co-op supermarket including an ATM;
- Bakery;
- A Post office;
- A chemist;
- A Butchers;
- Takeaways;
- Restaurants;
- A hairdresser; and
- Ice cream parlour

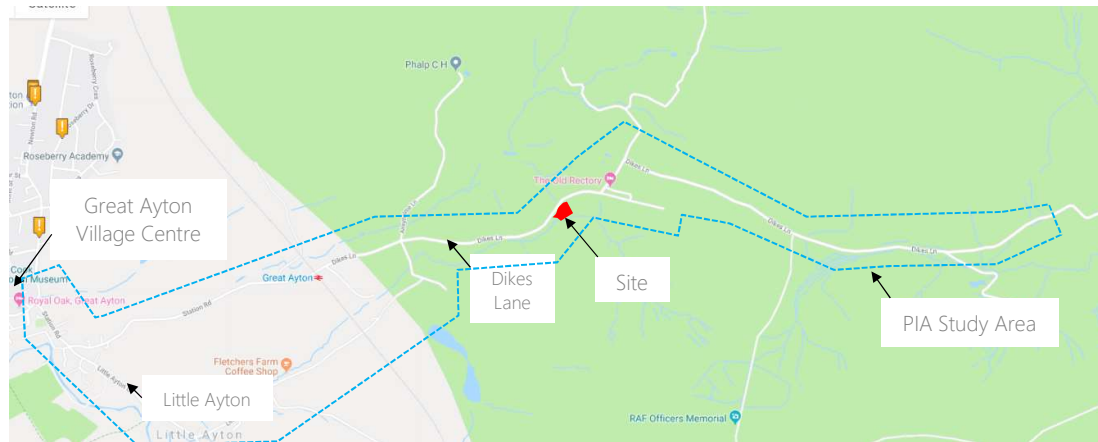
Sustainability Summary

- 2.24 Overall, the site has an acceptable level of access to a range of local amenities within Great Ayton by foot and cycle.
- 2.25 There is a good bus service to key local and regional destinations that could offer a wide sustainable catchment for visitors of the proposed cycle centre.
- 2.26 There is a rail service to a range of destinations on the Esk Valley Railway Line and visitors of the site would have the opportunity for to use sustainable transport.

Road Safety Analysis

- 2.27 Personal Injury Accident (PIA) data was obtained from the Crashmap database (www.crashmap.co.uk). The study area is shown in Figure 8 and consists of the route from Great Ayton to the National Park parking area, via Dikes Lane.
- 2.28 Data was obtained for the period 2014-2018 inclusive, the most recent 5-year period that data was available in Crashmap at the time of preparing this TS.

Figure 8 Personal Injury Accident Study Area



- 2.29 In the analysed period, no PIAs were recorded in the study area. It is important to note that this is despite the 'sharing' of the main carriageway between both vehicles and non-motorised users.
- 2.30 In light of this, it is not considered that the existing road network exhibits any patterns or trends that would be of concern in the context of the proposed development.

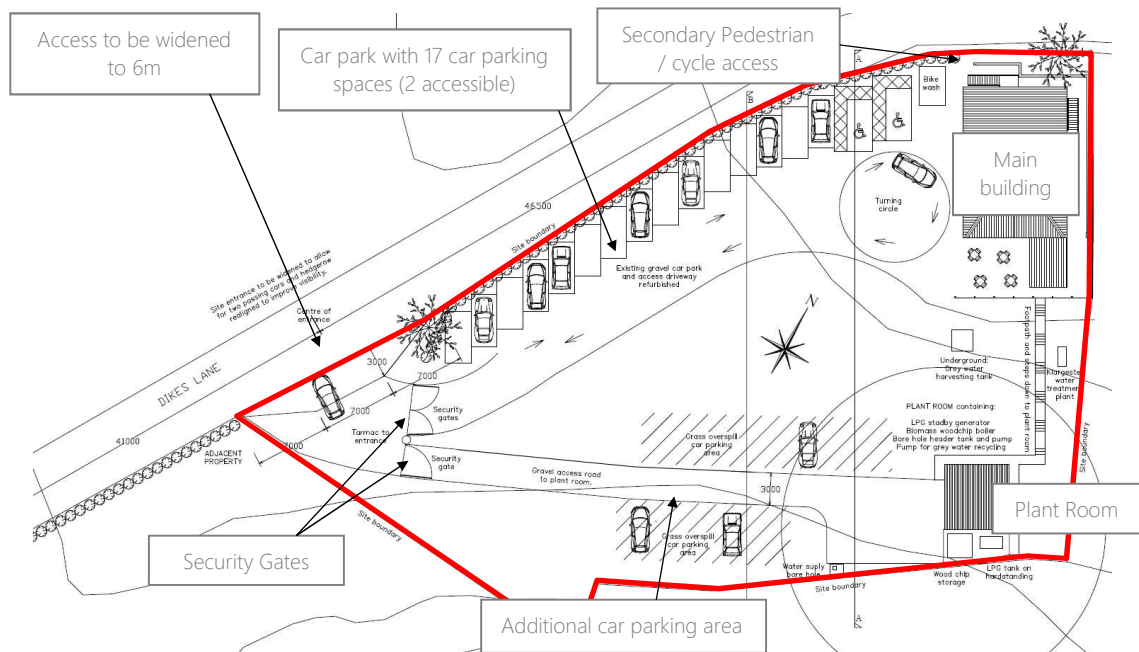
3. Proposed Development

3.1 The proposed development would convert the existing equestrian building to a cycle centre, comprising:

- Cycle hire / repair shop with cycle wash facilities;
- Two, two-bedroom guest apartments for a maximum of eight guests; and
- A café with up to 20 covers.

3.2 The proposed development is shown in Figure 8 and included as Appendix 1

Figure 8 Proposed Development



3.3 The site would be used by residents of the on-site accommodation, customers of the cycle hire shop and café, a few staff members and service vehicles. As the site would be advertised as 'cycle centre', it is anticipated that a large proportion of visitors to the site would access the site using sustainable forms of transport, although it is acknowledged that the site would also attract trips by car.

Guest Accommodation

3.4 In order to minimise the use of the private car, the operator of the site will provide a pickup service to guests arriving by bus or rail. Guests will simply request a pickup at the time of booking their accommodation. It is recognised that some guests will still choose to travel by car and as such, dedicated apartment car parking is provided on site within the southern area.

- 3.5 Guests who choose to cycle to the site would be able to access secure bike storage facilities, whilst areas for hanging / drying wet walking and cycling clothing will be provided within both apartments.

Café

- 3.6 The site is located in an area with a reputation for attracting large numbers of walkers and cyclists. As such the proposed café is aimed at attracting customers from these existing 'pass-by' trips, rather than attracting significant new trips into the National Park.
- 3.7 The café would offer a suitable 'mid-route' stop for cyclists and walkers travelling between Great Ayton and the National Park, and other destinations within the area.
- 3.8 Car and cycle parking will be provided within the site for the exclusive use of the café visitors and staff.

Cycle Hire Shop

- 3.9 The cycle hire shop would offer in the region of 20 mountain bikes for hire to customers and visitors of the on-site accommodation. The opportunity to hire bikes would result in guests of the accommodation on the site not being reliant on private car.
- 3.10 It is proposed that the shop primarily offers cycle hire to local schools, charities and community groups during the week, to offer guided tours etc, with the bikes offered to the public during the weekends.
- 3.11 As such, it is anticipated that weekday visitors to the facility would generally access the site in minibuses, and parking is provided in the southern car park area to accommodate these vehicles.

Proposed Access Arrangements

- 3.12 The development would be accessed through an improved vehicular access from Dikes Lane. The existing gate and pillars would be removed and a new 21m wide access point provided.
- 3.13 The existing hedge on both sides of the of the access would be trimmed back within the adopted highway boundary to achieve visibility splays of 2.4m x 43m in both directions. This visibility splay meets the requirements within Manual for Streets for a 30mph prevailing vehicle speed. This speed is considered appropriate when considering the results of the speed surveys undertaken as part of this assessment, which show mean speeds of c.25mph in either direction.
- 3.14 In addition, it is proposed to provide an additional pedestrian and cycle entrance off Dikes Lane, directly adjacent to the main building. This would allow access to the site for non-motorised users from the north-eastern corner of the site and connect to the internal road network. This would also provide a 'through route' through the site for both walkers and cyclists, offering an additional benefit to the users of Dikes Lane.

- 3.15 Refuse vehicles would not access the site and would instead collect refuse from bin stores located at the site access. Delivery vehicles would be able to turn around within the site, accessing and departing the site in a forward gear.
- 3.16 Overall, the proposed access arrangements would provide a significantly improved situation for both existing road users and visitors to the proposed development.

Parking Provision

- 3.17 17 car parking spaces would be provided within the main parking area, to the north of the site, including two accessible spaces. In addition, a secondary parking area with space for up to 18 vehicles is proposed to the south of the site.
- 3.18 It is proposed that the northern car park is reserved for visitors to the café and cycle hire facility, whilst the southern car park would be reserved for staff, minibuses and guests staying in the apartments.
- 3.19 An assessment of the suitability of proposed level of parking is included within Section 4.
- 3.20 Short-term cycle parking would be provided close to the cycle centre building and secure long-term cycle parking would be made available to guests of the accommodation.

4. Trip Generation, Impact & Parking Assessment

Trip Generation & Impact

4.1 To estimate the number of vehicle trips that are anticipated to visit the site, a 'first-principles' approach has been adopted. As such, the following assumptions have been made relating to its operation:

- **Staff**
 - Up to three members of staff will be present on site at any one time, and all travel to the site by car per day and all would remain on-site during opening hours. Resulting in three vehicle arrivals and three departures per day.
- **Guest accommodation**
 - The two apartments would generate a total of two vehicle arrivals and two vehicle departures per day.
- **Cycle hire shop**
 - Customers of the cycle hire shop during weekdays would primarily be in the form of pre-arranged groups from local schools, charities and / or community groups that would arrive by minibus. As such, this is estimated to produce two mini-bus arrivals and two departures per day.
 - During weekend periods, the cycle hire shop is estimated to attract five private vehicle arrivals and five vehicle departures during opening hours per day, based on offering approximately 20 mountain bikes for hire.
- **Café**
 - It is anticipated that the café would not attract new trips specifically to use the facility. Instead, trips to the site would primarily be composed of passing trade from visitors to the existing leisure attractions.
 - Assuming that a maximum of 15% of the vehicles passing the site would visit the café, this would result in a total number of 26 car arrivals and departures into the car park during the 08:00-18:00 opening hours.
 - As this is based upon a survey undertaken during late September, it is considered prudent to consider a higher number of visitors to the café during the summer months. As such, assuming an increase in the number of vehicles on Dikes Lane from 347 (as surveyed) to approximately 500 per day would result in approximately 38 vehicles visiting the café, per day (less than 4 per hour).
 - Customers of the proposed café are not anticipated to stay for more than one hour.
- **Servicing / deliveries**
 - Three vehicle trips to the site are expected per week for servicing and deliveries, which are likely to be by van.

- 4.2 In summary, the accommodation, bike hire shop, staff and servicing within the proposed development are estimated to generate up to ten new vehicle trips per day.
- 4.3 The proposed café is estimated to attract a maximum of 38 vehicle trips per day in the summer peak, although these are not new trips, instead they are likely to be 'pass-by' trips, generated from people who are already using Dikes Lane.
- 4.4 It is therefore considered that the estimated level of traffic generated by the site would be insignificant in the context of the surrounding highway network, would not have a significant negative effect on the surrounding highway network and could be easily accommodated at the improved vehicular access.

Parking Assessment

- 4.5 From the results of the estimated vehicle trip generation to the site, the 17 proposed parking spaces located towards the north of the site is considered to be sufficient to ensure that there are no operational issues with parking capacity.
- 4.6 The additional 18 space car park to the south would provide ample capacity for guests of the apartments, staff and minibuses, whilst allowing space for any 'overspill' from the northern car park - ensuring there will be no issues with parking on the Local Highway network

5. Summary & Conclusions

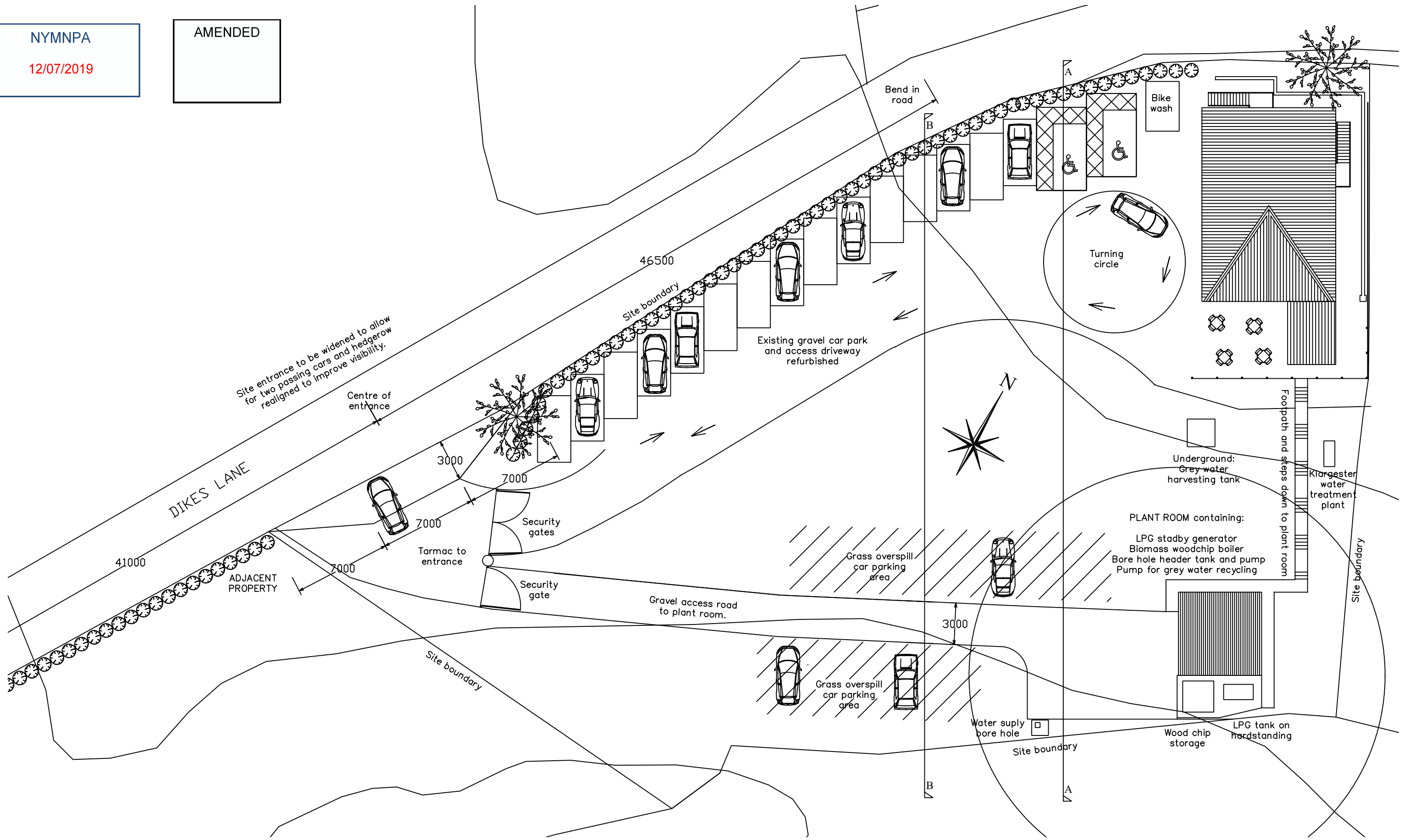
- 5.1 This Transport Statement (TS) has been prepared on behalf of Mr and Mrs Pearson to consider the highway and transportation impacts of a proposed cycle centre, comprising a cycle hire shop, cafe and holiday accommodation on Land South of Dikes Lane, Great Ayton.
- 5.2 The site is located 2km east of the village of Great Ayton in a rural setting, situated within the North York Moors National Park.
- 5.3 The site has an existing single gated priority access off Dikes Lane that would be improved to facilitate the proposed development.
- 5.4 Existing traffic flows and speeds on Dikes Lane are low with average speeds around 25mph in either direction and less than 300 vehicles (two-way) per day recorded during the surveyed period.
- 5.5 Dikes Lane / Station Road between Great Ayton and the National Park parking area has no recent history Personal Injury Accidents.
- 5.6 The area surrounding the site (including the local road network) is popular with walkers and cyclists and there is an extensive network of unsurfaced footpaths, forestry tracks and bridleways that are suitable for leisure use surrounding the site.
- 5.7 The site has access on foot and cycle to a range of local amenities within Great Ayton and to a good bus service and local rail station.
- 5.8 A first principles approach to traffic generation has been undertaken that has demonstrated that the development would generate up to ten new vehicle trips onto the road network, per day. Traffic generation at this level is not considered to have a significant negative effect on the capacity or safety of the local road network.
- 5.9 The car parking provision proposed within the development is considered sufficient to accommodate the day-to-day needs of the site, whilst offering spare capacity to prevent any possibility of 'overspill' onto the surrounding highway network.
- 5.10 In conclusion, therefore, the proposals do not offer any highway safety, capacity or operational concern and the development should not be withheld planning permission on these grounds.

Appendix 1

NYMNP

12/07/2019

AMENDED



PLANNING APPLICATION DRAWING

Rev	Date	Note
B.	10july19	General revisions.
A.	6mar19	General revisions.

Alan Vandome
 Architectural Consultant
 1 College Square
 Stokesley TS9 5DL



Project
GRIBDALE STABLES, DIKES LANE
GREAT AYTON TS9 6HJ

Change of use from Equine Tracking Centre to Cycle Hire Shop, Cafe and Holiday Accommodation.

Title PROPOSED SITE PLAN	
Date September 2018	Scale A3 - 1/250
Drawn A V	Drawing No. S17.24(9)-2B

Tel: Northallerton (

L. & D. CONSTRUCTION

Directors: L. M. Lonsdale, D. Lonsdale.

LANDSCAPE & CIVIL ENGINEERING CONTRACTORS

NYMNP

08/07/2020

ALL SMALL WORKS UNDERTAKEN:
TENNIS COURT CONSTRUCTION AND SURFACING
KERBING - PAVING - CONCRETING - TARMACING
ROADS - DRAINAGE - GROUND WORKS.
LICENCED TO THE APPLICATION OF WEED CONTROL.
ACCREDITED STREET WORKS SUPERVISOR.

Mr Mark Pearson,
Pearsons TV & Appliances,
Terry Dicken Industrial Estate,
Station Road,
Stokesley,
Middlesbrough,
TS9 7AE.

WAYSIDE,
STOKESLEY ROAD,
BROMPTON,
NORTHALLERTON,
N. YORKSHIRE DL6 2UA

30/07/2020

Quotation for entrance and car park as discussed.

Entrance Area – 105m² (E7 spec)

- Excavate whole area to a depth of 535mm below finished surface and keep spoil on site.
- Provide and lay 7x5 chamfered kerbs to the front of the entrance on a concrete bed with haunching.
- Provide and lay 10 x 5 half battered radius kerbs to the sides of the entrance on concrete bed with haunching.
- Provide and lay 6 x 5 flat channel kerb to the rear of the entrance on a concrete bed with haunching.
- Provide and compact 350mm of type 1 sub base to the whole area.
- Provide and lay 90mm of 32mm road base to the whole area.
- Provide and lay 50mm of 20mm binder course to the whole area.
- Provide and lay 45mm of 35/14mm HRA to the whole area with coated chippings if specified.

Total Price £10334.81p + V.A.T.

Regards Richard -

All work laid in accordance with the relevant British Standard Tolerances for the materials used. Terms: Net 28 days.

All work subject to 12 months maintenance from the date of completion subject to the account being paid in full.

*L&D Construction will not accept liability for failure of any work carried out under this quotation which is due to a fault in foundation work carried out by others
L&D Reserve the right to remove all materials from site that have not been paid for in full in accordance with our terms of trading*

L & D Construction. Registered in England and Wales. Company No. 5274142.

Registered Office: 77 High Street, Northallerton, North Yorkshire, DL7 8EG.