

From: Alistair Flatman
Sent: 11 May 2021 20:30
To: Hilary Saunders
Subject: Re: NYM/2021/0351/OU

Evening Hilary

Hope you are well

Please find attached the Planning Statement and Highways Statement as previously advised

Please could these be added to the planning file

Please could you also confirm receipt

kind regards

Alistair

Alistair Flatman (MRTPI)
Director
Alistair Flatman Planning



On Tue, May 11, 2021 at 1:41 PM Alistair Flatman

wrote:

Good afternoon Hilary

Hope you are well

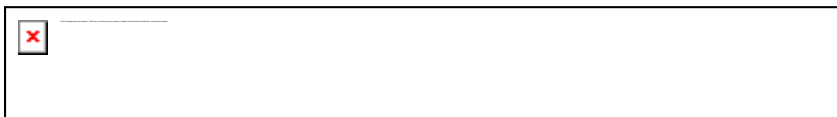
The attached application has been lodged following pre-app advice - there is a Planning Statement and Highways Statement to accompany the application - I will email these to you tomorrow - just waiting final version of Highways Statement

I hope that assists and look forward to working with you on this one

all the best

Alistair

Alistair Flatman (MRTPI)
Director
Alistair Flatman Planning



----- Forwarded message -----

From: <planning@northyorkmoors.org.uk>

Date: Tue, May 11, 2021 at 12:39 PM

Subject: NYM/2021/0351/OU

To:

Reference: NYM/2021/0351/OU.

The North York Moors National Park Authority Planning Service welcomes public engagement in all aspects of its work. You have received this email in relation to a current planning matter. The attached correspondence contains important information which you are advised to retain for your records. If you have any queries, please do not hesitate to contact us. When replying it's best to quote our reference number, which is included in the attached letter.

The Authority is following Government advice concerning Covid-19 as such our working arrangements may change. We will ensure our letters and website are updated as and when required in order to provide our customers with the most up to date information.

Kind regards

Chris France

Chris France
Director of Planning
North York Moors National Park Authority
The Old Vicarage
Bondgate
Helmsley, York YO62 5BP
Tel: 01439 772700
www.northyorkmoors.org.uk



North York Moors
National Park

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Highways Supporting Statement

Proposed Residential Development – Sled Gates, Fylingthorpe

11th May 2021

Introduction

Andrew Moseley Associates (AMA) has been commissioned to prepare a Highways Supporting Statement (HSS) to review the highways impact associated with an outline planning application for a proposed residential development totalling five dwellings located to the south of Sled Gates, Fylingthorpe.

This Statement sets out the following elements:

- ❑ Site Location;
- ❑ Details of the Local Highway Network;
- ❑ Sustainable Modes Access – Walking, Cycling and Public Transport;
- ❑ Proposed Development, Site Access and Parking;
- ❑ Collision Data;
- ❑ Refuse Collection and 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** – Site Layout
- ❑ **Appendix B** – ATC Survey Summary;
- ❑ **Appendix C** – Site Access Design and Visibility Splays.

Site Location

The site is located to the south of Sled Gates to the west of the residential area of Fylingthorpe. A site location plan is appended to this Statement in **Figure 1**.

The site currently consists of undeveloped land and is bound to the north by the Sled Gates; to the east and south by undeveloped land; and to the west by residential dwellings.

The Local Planning Authority (LPA) is Scarborough Borough Council (SBC) and the Local Highway Authority (LHA) is North Yorkshire County Council (NYCC).

Details of the Local Highway Network

Sled Gates from which the site would be accessed is a single carriageway two-way road subject to a 30mph speed restriction. The carriageway has a pedestrian footway running alongside the southern extent of the road and is street lit.

Approximately 150m to the west of the proposed site access, the 30mph speed limit is lifted to National Speed Limit (NSL). The carriageway continues west for approximately 2.0km before meeting with A171 Robin Hood's Bay Road via a priority-controlled T-junction.

To the east of the site access, Sled Gates continues through Fylingthorpe, becoming Thorpe Bank at the Thorpe Bank / Thorpe Green Bank / Sled Gates T-junction after approximately 175m metres. From here, Thorpe Lane continues for approximately 1.0km before entering Robin Hood's Bay.

A171 Robin Hood's Bay Road is a single carriageway two-way road and is subject to NSL. To the north the carriageway continues for approximately 6.0km via Hawsker before entering the southern extent of Whitby. To the south, A171 Robin Hood's Bay Road continues for approximately 20.0km via Fylingdales, Cloughton and Burniston before entering the northern extent of Scarborough.

Sustainable Modes Access – Walking, Cycling and Public Transport

The proposed development is considered to be accessible on foot, with Sled Gates providing a footway along the site frontage of site. To the east, the footway continues through the residential area of Fylingthorpe and continues towards Robin Hood's Bay of which the entirety is accessible within a 2km catchment of the site. Both residential areas provide facilities such as convenience stores; a post office; and multiple businesses with employment opportunities and leisure facilities.

There are a number of Public Rights of Way (PRoW's) within the vicinity of the site that provide traffic-free walking facilities throughout the local area.

The residential areas of Robin Hood's Bay, Fylingthorpe, High Hawsker, Fylingdales-on-Ouse, Newton-on-Ouse, Flawith, Youlton and Cross Lanes are accessible within a 5km catchment of the site. In addition to the on-road cycle facilities, National Cycle Network (NCN) route 1 is accessible within 850m to the east of the site.

The route provides largely traffic-free cycle facilities north and south towards Whitby and Scarborough along the coast and provides a quality cycle route for those wishing to cycle between the two towns.

There are three bus stops within the recommended 400m walking catchment of the site, with one stop situated approximately 160m to the south and the furthest stop to the north situated 400m from the site. The bus stops are equipped with timetabling information and are accessible via the existing pedestrian infrastructure.

Table 1 – Local Bus Services and Frequency

SERVICE	SERVICE DESTINATIONS	WEEKDAYS	SATURDAY	SUNDAY
X93	Whitby - Scarborough	Up to every 60 mins from 06:36 – 20:23	Up to every 60 mins from 06:56 – 21:23	Up to every 60 mins from 08:58 – 19:37
X94	Whitby - Scarborough	Up to every 60 mins from 09:28 – 19:12	Up to every 60 mins from 09:28 – 19:12	Up to every 60 mins from 09:28 – 19:07

A review of the existing facilities for access to the site by a range of non-car modes has been carried out. The site is considered to be in a sustainable location with a range of facilities to accommodate access by non-car modes in line with local and national transport planning policy.

Proposed Development, Site Access and Parking

The proposed development consists of five residential dwelling to be accessed via a proposed new T-junction onto Sled Gates to the north of the proposed development. A copy of an indicate site layout for the outline consent is in **Appendix A**.

Parking for the dwelling is to be provided in line with the required NYCC standards as detailed below:

- 3+ bedroom dwelling – 2 parking spaces.

In addition, secure facilities for cycle storage will be provided within an appropriately sized garage or alternatively standalone secure cycle storage within the curtilage of the proposed dwelling.

To determine the required visibility splays for the site access, two 7-day ATC surveys were undertaken to the east and west of the proposed site access location between Thursday 3rd December 2020 – Wednesday 9th December 2020. A summary of the survey is attached at **Appendix B**. The ATC survey found that the 85th percentile wet weather vehicular speeds for eastbound traffic to the west of the site was 36mph (inclusive of a 2.5mph wet weather reduction); whilst westbound traffic to the east of the site was 28.3mph.

In accordance with Manual for Streets (MfS), visibility splays of 58m are provided to the west of the site and visibility splays of 40m are provided to the east of the site access. The visibility splays are set out in drawing no. AMA-20940-SK-001 and as attached at **Appendix C**.

The site access has been designed with a carriageway width of 4.5m and radii of 6m. A 2m wide service path has also been provided to both sides of the site access as set out in **Appendix C**.

The proposed development is therefore considered to provide access and parking provision in line with policy requirements.

Collision Data

A review of the most recent five-year period (2016 – 2020) on Crashmap identifies that no collisions were recorded within the vicinity of the site. The study area includes 200m either side of the proposed site access junction.

It is therefore considered that there are no existing road safety issues within close proximity to the site, nor would the development exacerbate the existing conditions.

Refuse Collection and Servicing

No special arrangements would be required for the proposed development, simply adopting the existing provision accepted for all other residential properties in the local area, generally collected weekly from the roadside.

Full refuse collection details would be provided at reserved matters stage.

Traffic Generation and Expected Highway Impact

The development proposes five dwellings, therefore a robust generic residential trip generation of 0.8 two-way car movements is assumed for the AM and PM peak development hours.

It is calculated that the proposed development will generate 4 two-way vehicular movements during each development peak hour.

It is therefore considered the trip generation of the proposed scheme is considered to be negligible and would have an imperceptible 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, with a number of PRoW's within the vicinity of the site.



The proposed development would generate four two-way trips in both the AM and PM peaks and is therefore considered that the additional movements would have a negligible impact on the local highway network.

In conclusion, the proposals would not result in any detrimental highways impact and therefore there are no traffic or transportation reasons preventing the granting of planning permission.

Appended Documents

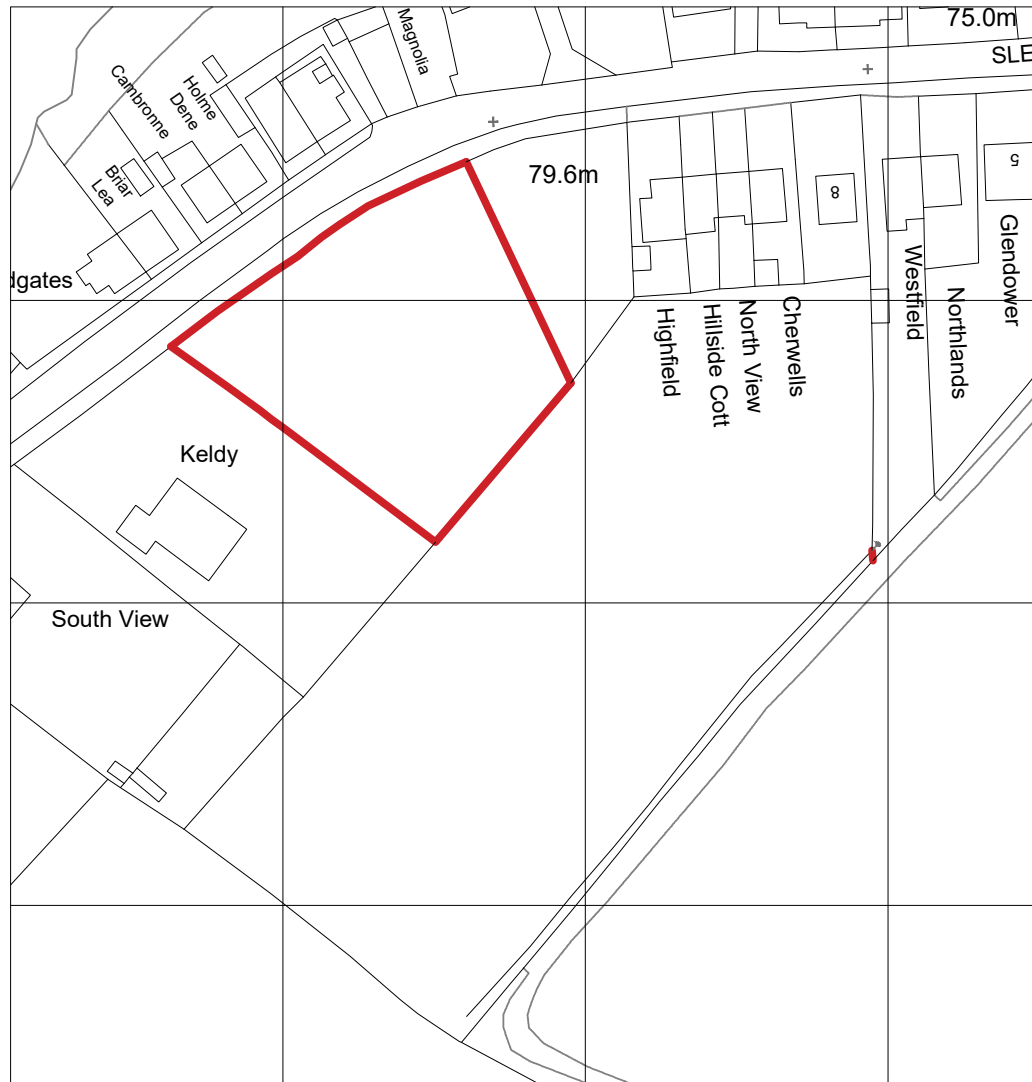
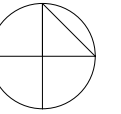
Figure 1 – Site Location

Appendix A – Indicative Site Layout

Appendix B – ATC Survey Summary

Appendix C – Site Access Design and Visibility Splays

Figure 1 – Site Location



LOCATION PLAN
1:1250@A3



SITE PLAN
1:500@A3

Notes:
Unless indicated, this drawing is for information only.
Do not scale, use figured dimensions only.
All dimensions to be checked on site

0 Drwg. original size: A3

Revisions:

Date:	Rev:	Note:	Check:

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T: +44(0)7958738229
E: leeds@elevens2architects.co.uk
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Project: **SLED GATES
Whitby**
Drawing Title: Existing Location and Site Plan
Scale: As shown
Drwg. Created: 05.03.2021

Drwg. No:	0215_SLE_101
Status:	Planning (*)
Revision:	*

Appendix A – Indicative Site Layout



ILLUSTRATIVE SITE PLAN
5 3b5p Houses

Notes:
Unless indicated, this drawing is for information only.
Do not scale, use figured dimensions only.
All dimensions to be checked on site

0 Drwg. original size: A3

Revisions:

Date:	Rev:	Note:	Check:

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Project: **SLED GATES
Whitby**

Drawing Title: Proposed Site Plan

Scale: 1:500@A3

Drwg. Created: 25.01.2021

Drwg. No: **0215_SLE_102**

Status: **Planning
(*)**

Revision: *****



Appendix B – ATC Survey Summary

Sled Gates, Whitby ATC 1, Sled Gates (East)

Produced by Streetwise Services Ltd.



Channel 1 - Eastbound

























	03/12/2020 Thursday	04/12/2020 Friday	05/12/2020 Saturday	06/12/2020 Sunday	07/12/2020 Monday	08/12/2020 Tuesday	09/12/2020 Wednesday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	389	378	338	276	360	398	359	377	357
Mean Speed	24.0	24.3	24.0	24.7	23.3	23.9	24.0	23.9	24.0
85%ile Speed	28.1	28.1	28.1	28.5	28.6	28.1	28.8	28.3	28.3
No. Vehicles > 30 MPH Limit	28	33	18	30	23	32	24	28	27
% Vehicles > 30 MPH Limit	7.2	8.7	5.3	10.9	6.4	8.0	6.7	7.4	7.6
No. Vehicles > 45 MPH	0	0	0	0	0	0	0	0	0
% Vehicles > 45 MPH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Channel 2 - Westbound

	03/12/2020 Thursday	04/12/2020 Friday	05/12/2020 Saturday	06/12/2020 Sunday	07/12/2020 Monday	08/12/2020 Tuesday	09/12/2020 Wednesday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	355	398	325	306	378	389	370	378	360
Mean Speed	24.2	24.6	24.8	25.2	24.2	23.7	24.8	24.3	24.5
85%ile Speed	28.5	28.4	28.8	28.6	28.2	28.8	28.2	28.4	28.5
No. Vehicles > 30 MPH Limit	35	47	40	36	37	36	44	40	39
% Vehicles > 30 MPH Limit	9.9	11.8	12.3	11.8	9.8	9.3	11.9	10.5	11.0
No. Vehicles > 45 MPH	0	0	0	0	0	0	0	0	0
% Vehicles > 45 MPH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Channels 1+2 - Eastbound & Westbound

	03/12/2020 Thursday	04/12/2020 Friday	05/12/2020 Saturday	06/12/2020 Sunday	07/12/2020 Monday	08/12/2020 Tuesday	09/12/2020 Wednesday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	744	776	663	582	738	787	729	755	717
Mean Speed	24.1	24.5	24.4	25.0	23.8	23.8	24.4	24.1	24.3
85%ile Speed	28.3	28.3	28.4	28.6	28.4	28.4	28.5	28.4	28.4
No. Vehicles > 30 MPH Limit	63	80	58	66	60	68	68	68	66
% Vehicles > 30 MPH Limit	8.5	10.3	8.7	11.3	8.1	8.6	9.3	9.0	9.3
No. Vehicles > 45 MPH	0	0	0	0	0	0	0	0	0
% Vehicles > 45 MPH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Class No	Vehicle Description	Class No	Vehicle Description
1	Car, Light Van Taxi 	5	Rigid 2 Axle HGV + 2 Axle (Close coupled) Trailer 
1	Light Goods Vehicle 	6	Rigid 3 Axle HGV + 2 Axle Drawbar Trailer 
1	Car or Light Goods Vehicle + 1 Axle Caravan or Trailer 	6	Rigid 3 Axle HGV + 3 Axle Drawbar Trailer 
1	Car or Light Goods Vehicle + 2 Axle Caravan or Trailer 	7	Artic, 2 Axle Tractor + 1 Axle Semi-Trailer 
2	Rigid 2 Axle Heavy Goods Vehicle 	8	Artic, 2 Axle Tractor + 2 Axle Semi-Trailer 
3	Rigid 3 Axle Heavy Goods Vehicle 	9	Artic, 2 Axle Tractor + 3 Axle Semi-Trailer 
3	Rigid 3 Axle Heavy Goods Vehicle 	10	Artic, 3 Axle Tractor + 1 Axle Semi-Trailer 
4	Rigid 4 Axle Heavy Goods Vehicle 	10	Artic, 3 Axle Tractor + 2 Axle Semi-Trailer 
4	Rigid 4 Axle Heavy Goods Vehicle 	11	Artic, 3 Axle Tractor + 3 Axle Semi-Trailer 
5	Rigid 2 Axle HGV + 2 Axle Drawbar Trailer 	12	Bus or Coach, 2 Axle 
5	Rigid 2 Axle HGV + 3 Axle Drawbar Trailer 	12	Bus or Coach, 3 Axle 
5	Rigid 2 Axle HGV + 1 Axle Caravan or Trailer 	13	Vehicle with 7 or more Axles 

Sled Gates, Whitby ATC 2, Sled Gates (West)

Produced by Streetwise Services Ltd.



Channel 1 - Eastbound

























	03/12/2020 Thursday	04/12/2020 Friday	05/12/2020 Saturday	06/12/2020 Sunday	07/12/2020 Monday	08/12/2020 Tuesday	09/12/2020 Wednesday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	333	368	312	299	339	364	344	350	337
Mean Speed	31.4	31.7	31.2	31.2	31.6	30.6	31.2	31.3	31.3
85%ile Speed	38.6	38.8	38.9	38.3	38.1	38.3	38.5	38.5	38.5
No. Vehicles > 30 MPH Limit	187	207	173	170	201	184	188	193	187
% Vehicles > 30 MPH Limit	56.2	56.3	55.4	56.9	59.3	50.5	54.7	55.4	55.6
No. Vehicles > 45 MPH	6	5	5	2	4	5	5	5	5
% Vehicles > 45 MPH	1.8	1.4	1.6	0.7	1.2	1.4	1.5	1.4	1.3

Channel 2 - Westbound

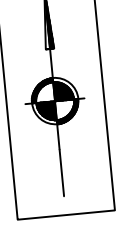
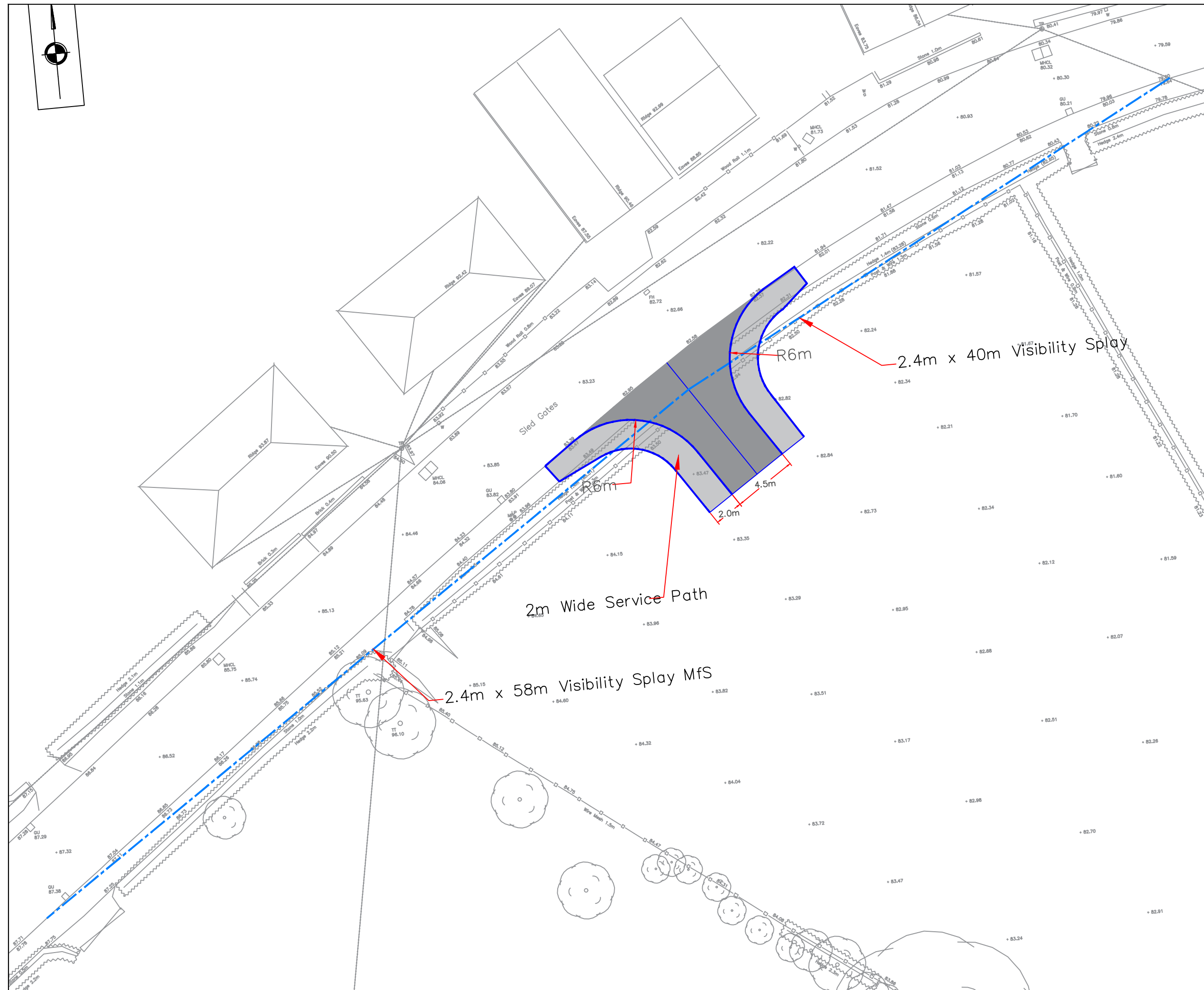
	03/12/2020 Thursday	04/12/2020 Friday	05/12/2020 Saturday	06/12/2020 Sunday	07/12/2020 Monday	08/12/2020 Tuesday	09/12/2020 Wednesday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	363	345	321	268	322	368	327	345	331
Mean Speed	29.3	28.5	28.0	28.7	28.4	28.1	28.7	28.6	28.5
85%ile Speed	33.5	33.7	33.1	33.4	33.3	33.3	33.9	33.5	33.5
No. Vehicles > 30 MPH Limit	135	116	92	88	104	99	105	112	106
% Vehicles > 30 MPH Limit	37.2	33.6	28.7	32.8	32.3	26.9	32.1	32.4	31.9
No. Vehicles > 45 MPH	1	0	1	2	0	0	1	0	1
% Vehicles > 45 MPH	0.3	0.0	0.3	0.7	0.0	0.0	0.3	0.1	0.2

Channels 1+2 - Eastbound & Westbound

	03/12/2020 Thursday	04/12/2020 Friday	05/12/2020 Saturday	06/12/2020 Sunday	07/12/2020 Monday	08/12/2020 Tuesday	09/12/2020 Wednesday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	696	713	633	567	661	732	671	695	668
Mean Speed	30.4	30.1	29.6	30.0	30.0	29.4	30.0	30.0	29.9
85%ile Speed	36.0	36.3	36.0	35.9	35.7	35.8	36.2	36.0	36.0
No. Vehicles > 30 MPH Limit	322	323	265	258	305	283	293	305	293
% Vehicles > 30 MPH Limit	46.3	45.3	41.9	45.5	46.1	38.7	43.7	44.0	43.9
No. Vehicles > 45 MPH	7	5	6	4	4	5	6	5	5
% Vehicles > 45 MPH	1.0	0.7	0.9	0.7	0.6	0.7	0.9	0.8	0.8

Class No	Vehicle Description	Class No	Vehicle Description
1	Car, Light Van Taxi 	5	Rigid 2 Axle HGV + 2 Axle (Close coupled) Trailer 
1	Light Goods Vehicle 	6	Rigid 3 Axle HGV + 2 Axle Drawbar Trailer 
1	Car or Light Goods Vehicle + 1 Axle Caravan or Trailer 	6	Rigid 3 Axle HGV + 3 Axle Drawbar Trailer 
1	Car or Light Goods Vehicle + 2 Axle Caravan or Trailer 	7	Artic, 2 Axle Tractor + 1 Axle Semi-Trailer 
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4	Rigid 4 Axle Heavy Goods Vehicle 	10	Artic, 3 Axle Tractor + 2 Axle Semi-Trailer 
4	Rigid 4 Axle Heavy Goods Vehicle 	11	Artic, 3 Axle Tractor + 3 Axle Semi-Trailer 
5	Rigid 2 Axle HGV + 2 Axle Drawbar Trailer 	12	Bus or Coach, 2 Axle 
5	Rigid 2 Axle HGV + 3 Axle Drawbar Trailer 	12	Bus or Coach, 3 Axle 
5	Rigid 2 Axle HGV + 1 Axle Caravan or Trailer 	13	Vehicle with 7 or more Axles 

Appendix C – Site Access Design and Visibility Splays



NOTES

- CARRIAGEWAY
- FOOTWAY
- KERB

REVISIONS

REV	DESCRIPTION	DATE	BY
-	-	-	-



Project:
**SLED GATES
WHITBY**

Client:
BRITOLGY

Drawing:
**PROPOSED ACCESS &
VISIBILITY SPLAYS**

Drawn By: **MHT** Date: **10/05/2021**

Checked: **ATM** Scale: **1:250 @ A3**

Drawing No. **AMA/20940/SK001** Rev. **-**



ALISTAIR FLATMAN **PLANNING**
...a Positive Approach

Planning Statement

Outline Planning Application for up to 5 dwellings – all matters reserved except for means of access to, but not within, the site.

Land adjacent to Highfields, Sled Gates, Fylingthorpe

Prepared by Alistair Flatman Planning for SIW Properties

April 2021

Contents

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1.0 Introduction	3
2.0 Relevant Planning Policy	6
3.0 Planning Assessment	12
4.0 Summary	15



24 West End Grove | Horsforth | Leeds LS18 5JJ
m: 07913 058 468 | e: alistairflatman@gmail.com
www.alistairflatmanplanning.co.uk
Registered in England Company Registration Number 10577299
Registered Office : Cavendish House | St Andrews Court | Leeds LS3 1YL

1.0 Introduction

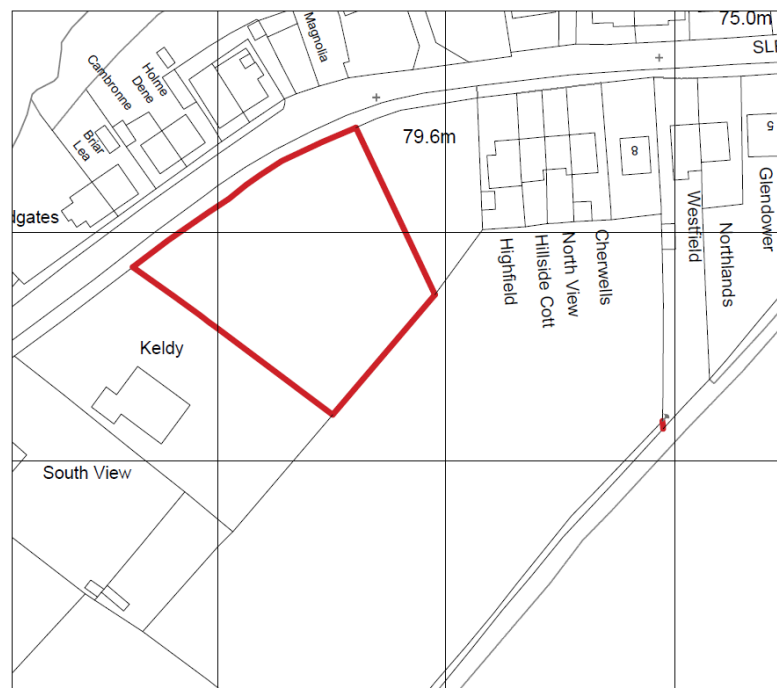
- 1.1 This Planning Policy Statement has been prepared on behalf of SIW Properties in support of their outline planning application (all matters reserved except for means of access to, but not within, the site) for residential development of up to 5 dwellings on land to west of Highfields, Sled Gates, Fylingthorpe.

Background

- 1.2 The site sits within the built form of Fylingthorpe and comprises an infill plot with dwellings to the east, west and north. The Local Plan confirms Fylingthorpe as a 'larger village' (Local Plan Strategic Policy B – Table 1 (page 40).
- 1.3 The site was subject to pre-application discussions (LPA ref NYM/2021/ENQ/17392) with the North York Moor National Park Planning Authority (NYMNPPA) to confirm whether the principle of development would be acceptable.
- 1.4 The response (set out in letter dated 5 March 2021) confirms the principle of residential development on the site would be consistent with the Policy requirements of Local Plan policy CO7 'Housing in larger villages'. The pre-app also sought the views of the County Highways team and they also confirmed no objection in principle to residential development of up to 5 dwellings on the site.
- 1.5 In light of the positive pre-application responses, this outline planning application is submitted on behalf of the landowner.

The Site

- 1.6 The site is located to the western edge of Fylingthorpe as shown in the extract below.



- 1.7 The site comprises a small field (0.2ha) located to the west of Highfields. The site comprises an infill plot with housing development to the east, west and north (as shown on the above plan). The above plan demonstrates the infill nature of the site within the village.
- 1.8 Sled Gates forms the northern boundary to the site and it is proposed access will be taken from this road (see submitted site access plan).
- 1.9 The site sits within walking distance of the village school (c500m to the east), shop (c350m to the east), church (c350m to the east) and recreational space whilst there are also bus stops close to the site (c200m to east).
- 1.10 There are no specific housing allocations identified in the Local Plan. This infill site is considered to be a windfall site and would contribute to housing supply within the National Park as set out in the Local Plan and latest Land Availability Assessment Report (June 2019).
- 1.11 The site extends to 0.2ha is not subject to any heritage, landscape or ecology designations and there are no trees on site. The front of the site comprises an existing hedgerow. The site falls within Flood Zone 1.
- 1.12 There is an existing field gate access from Sled Gates into the site in the south west corner. A new site access is proposed which has been informed by initial speed survey works. Details are set out below.

The Proposal

- 1.13 The proposal involves an outline planning application for residential development of up to 5 dwellings. It is considered these would be 'principal homes' in accordance with Local Plan policy CO7. Means of access to (but not within) the site are to be considered at this stage.
- 1.14 The proposed means of access has been informed by speed survey works and has been subject to pre-application discussions with NYCC Highways. There is no objection to the proposed access point. Details of the access point are copied below:



1.15 Matters relating to design (scale, layout and appearance) and landscape are all reserved matters for future consideration. The application is however accompanied by an Indicative Site Layout and Design & Access Statement which give an indication of how the site could be laid out. The submitted indicative layout is copied below for information:



ILLUSTRATIVE SITE PLAN

1.16 The indicative layout shows how 5 dwellings could be laid out on site. There are however a number of different possible layout options and housetypes and house sizes that could be delivered on the site. The indicative layout however demonstrates that 5 dwellings could be developed ensuring each unit has adequate private amenity space, parking, turning and there would be no issues of overlooking / loss of privacy.

1.17 Full details of the proposals are set out in the DAS and supporting drawings.

The Planning Application

1.18 This planning application includes the following:

- Completed application form
- Planning Statement – Alistair Flatman Planning
- Design & Access Statement – Eleven52Architects
- Highways Supporting Statement – Andy Moseley Associates
- Submitted Plans prepared by Eleven52Architects

1.19 The submitted additional technical information is considered sufficient to enable the Local Planning Authority to determine the clear merits of the proposed development.

2.0 Relevant Planning Policy.

National Planning Policy Framework 2 (July 2018)

- 2.1 The National Planning Policy Framework (revised Feb 2019) sets out the government's planning policies for England and how these are expected to be applied. The National Planning Policy Framework must be taken in to account in the preparation of local and neighbourhood plans and is a material consideration in planning decisions.
- 2.2 Set out below is a summary and assessment of the relevant sections of the NPPF.
- 2.3 The National Planning Policy Framework sets out that the purpose of the planning system is to contribute to the achievement of sustainable development. The guidance advises that the policies in paragraphs 1-211 taken as a whole constitute the government's view on what sustainable development in England means in practice for the planning system.

Achieving Sustainable Development

- 2.4 Paragraphs 7, 8 and 11 of the NPPF confirms that the purpose of the planning system is to contribute to the achievement of sustainable development.
- 2.5 Paragraph 11 sets up the presumption in favour of sustainable development stating:

For decision-taking this means:

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date⁷, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed⁶; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

- 2.6 The application site comprises an infill site within Fylingthorpe (larger village) and therefore comprises a windfall site that can contribute to the supply of housing throughout the plan period. The adopted Local Plan includes policy CO7 which allows for the development of housing in larger villages such as Fylingthorpe. As such the proposal is consistent with policies in an up to date development plan (para 11-c of the NPPF).

Delivering a sufficient supply of homes

- 2.7 Chapter 5 of the NPPF relates to the delivery of a sufficient supply of homes. Paragraph 59 confirms the Government's objective of significantly boosting the supply of housing with paragraph 68 confirming the role of smaller sites in meeting housing requirements of an area. This site is consistent with that advice.

- 2.8 Paragraphs 73-76 confirm the importance of maintaining a minimum 5 year supply of deliverable supply of housing sites. Where this 5 year supply is not maintained Local Plan policies can be considered out of date (as per Para 11 'd' of the NPPF).
- 2.9 The application site comprises an infill site within Fylingthorpe (larger village) and therefore comprises a windfall site that can contribute to the supply of housing throughout the plan period. The June 2019 Land Availability Assessment confirms the role of such windfall sites in meeting the housing supply numbers for the plan period within the National Park

Promoting Sustainable Transport

- 2.10 Chapter 9 of the NPPF refers to highways matters with para 109 advising that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 2.11 The proposed development comprises up to 5 dwellings served from a new access point. The location of this access point has been informed by speed surveys and also the need to deliver suitable visibility splays. Means of access from Sled Gates is applied for. The indicative proposed layout shows how private cars could be parked within curtilage of dwellings (driveways and garages) with areas also shown for visitor parking and turning for refuse / emergency vehicles.
- 2.12 As such the proposal will not give rise to any unacceptable highways impacts and the cumulative impacts of the road network would not be severe. The proposal is therefore consistent with para 109 of the NNPF.

Design

- 2.13 Chapter 12 of the NPPF refers to Design and advises that good design is a key aspect of sustainable development.
- 2.14 Paragraph 127 sets out a number of design criteria to be considered in terms of design of development stating:

Planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users⁴⁶; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

- 2.15 The proposed development is submitted in outline with details on design / appearance reserved for future consideration. However, a site layout has been prepared and a Design & Access Statement submitted, which gives an indication on design for dwellings. From the information submitted it is considered the site can be designed and to reflect the residential character of its surrounds whilst providing a safe means of access. The proposal can deliver a well-designed scheme of up to 5 principal dwellings with benefits to visual amenity of the site and its surrounds. The Design & Access Statement that accompanies the development proposals clearly sets out how the development could, in the future, meet all of the objectives set out above and represents high quality design.

Meeting the challenge of climate change, flooding and coastal change

- 2.16 Paragraph 155 of Chapter 14 confirms that development should be directed to areas with the lowest probability of flooding.
- 2.17 The site lies within Flood Zone 1 and is therefore at low risk from flooding.

Conserving and enhancing the natural environment

- 2.18 Paragraph 170 of Chapter 15 advises that the planning system should contribute to and enhance the natural and local environment by: -
- a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);*
 - b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;*
 - c) maintaining the character of the undeveloped coast, while improving public access to it where appropriate;*
 - d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;*
 - e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and*
 - f) remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate."*
- 2.19 Paragraph 172 advises that great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks. The recently adopted Local Plan (July 2020) has been prepared with this national guidance

in mind and policies adopted accordingly, including CO7 which allows for small scale housing developments in larger villages.

- 2.20 Paragraph 175 relates to ecology and biodiversity considerations when determining planning applications. The site comprises a paddock set to grass and is not subject to any ecological, or landscape designations and is not considered to be a valued landscape.
- 2.21 The site is predominantly grassland with trees beyond the site boundaries to the south-west. There are no known significant populations of protected species or areas of ecological interest on site. As such it is considered the site is of low wildlife value.
- 2.22 Paragraph 178 refers to ground conditions advising that when making decisions, consideration must be given to whether a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination.
- 2.23 The site has no evidence of any built development and is shown on historic mapping as being a field. As such there are no known issues of contamination or land instability.

Compliance with the NPPF

- 2.24 Assessing the proposed dwelling against the main objectives of the NPPF, it is clear the scheme accords with the overarching approach to planning in that:-
- The site will deliver up to 5 dwellings on a windfall site within the existing settlement and will therefore assist the NYMNPA in meeting its housing supply requirements
 - The site is not of any environmental, ecological, heritage or landscape values
 - The site can be safely accessed and will not give rise to any highway safety or capacity issues
 - The proposed development will not give rise to any ecological or landscape (tree) harm;
 - The development of this field within the settlement will not harm the landscape quality or scenic beauty in this part of the National Park;
 - As demonstrated by the submitted layout and details set out in the Design and Access Statement, the development proposal can provide a development that is sympathetic to, and reflective of, the character of the surrounding area.

From the foregoing assessment of the proposed development, it is considered that the proposal is wholly consistent with this national guidance. As such, the presumption in favour applies and the application should be approved.

The Development Plan

North York Moors National Park Authority Local Plan (July 2020)

- 2.25 With respect to the proposed development, the Development Plan currently comprises the adopted North York Moors National Park Authority Local Plan adopted in July 2020. The relevant policies are identified below and assessed in section 3. The pre-application enquiry submitted to the NYMNPA earlier this year identified the relevant policies.

2.26 Strategic Policy B 'The Spatial Strategy' sets out the settlement hierarchy within the National Park. The site comprises a small field within the built environs of Fylingthorpe which is identified in the Local Plan as a larger village.

2.27 Supporting text within the Local Plan in respect of small scale development in larger villages is set out in para 3.12 – copied below:

Larger Villages

3.12 These settlements have a more 'self-contained' character, and a range of facilities serving the wider community. The Local Plan allows for small scale development in the main built up area of these villages to meet housing, employment and community needs, including 'principal residence' housing on suitable sites (Policy CO7). No development boundaries or limits are defined and the suitability of a site for development will be defined on a case by case basis.

2.28 Strategic Policy M 'Housing' sets out the how the NYMPNA will deliver new housing through the Plan period advising that there is a need for a minimum of 551 new homes to be completed over the plan period. These homes will be delivered through (amongst others) windfall development.

2.29 In light of the above, supporting text set out in the Local Plan in respect of Strategic Policy M 'Housing' states that (NB underline is my emphasis):

The strategy for housing in this Local Plan is:

a) To meet a significant element of housing demand and need in the Local Service Centre of Helmsley, in order to help widen local housing choice and support local services. This will be achieved through the development of land allocated for new open market and affordable housing in the adopted Helmsley Local Plan and through Policy CO6.

b) To allow for a more limited amount of housing including principal residence and affordable housing on suitable small sites in Larger Villages. The aim is to have a flexible approach to new housing that will help stem population decline and support the vitality of the local economy and services in these communities whilst respecting the character and form of the built environment. This will be achieved through Policies CO7 and CO11.

2.30 In light of the above, Policy CO7 refers to development within larger villages stating:

Policy CO7 - Housing in Larger Villages

In order to support the wider service function of Larger Villages, principal residence and affordable housing will only be permitted:

- 1. On suitable small sites within the main built up area of the village only. Proposals will be expected to meet the need for smaller dwellings;*
- 2. Conversions (not applicable)*

2.31 The application is submitted in outline with means of access to be considered only at this stage. As such Design based policies are not relevant to this outline application.

2.32 With regards the proposed means of access, Policy CO2 refers to Highways and is relevant to the assessment of the application. Policy CO2 states:

Policy CO2 - Highways

New development will only be permitted where:

- 1. It is of a scale which the adjacent road network has the capacity to serve without detriment to highway safety;*
- 2. The external design and layout and associated surfacing works take into account, as appropriate, the needs of all users including cyclists, walkers, horse riders and users of mobility aids; and*
- 3. Highway detailing, road improvements and street furniture are sensitive to the character, heritage, built form and materials of the area, the need to conserve and enhance biodiversity and are the minimum required to achieve safe access.*

New roads and significant road widening schemes are not considered appropriate in the National Park and will not be permitted unless it can be robustly demonstrated that they will meet a compelling need which cannot be met in any other way and are acceptable in terms of landscape and other impacts.

2.33 These policies are assessed in Section 3.

- 3.7 This windfall site comprises infill development in the village with the site within walking distance of local shop, school, church, recreation areas and bus stops. As such the development of this site for residential development of up to 5 principal dwellings is consistent with the Local Plan.
- 3.8 The principle of development is therefore considered to be acceptable. This was advised in the Council's pre-application letter dated 5 March 2021.
- 3.9 The site is not subject to any heritage, landscape or ecology designation and sits within Flood Zone 1. As such there are no technical reasons to resist development of this small site.
- 3.10 The location of the site within the village and the proximity of housing to the east, west and north, ensures the development of this infill site will not harm the landscape quality or scenic beauty of the national park in this location.
- 3.11 Furthermore, whilst matters of design are reserved for later approval, the submitted indicative layout demonstrates how the site could be developed to deliver up to 5 dwellings. The size and shape of the site enables a number of layouts to be considered as well as dwelling sizes. The site can therefore deliver smaller, family dwellings in either semi-detached or detached form, or indeed fewer larger detached dwellings. This however is for consideration at later reserved matters stage.
- 3.12 In light of the above, it is considered the proposed development of up to 5 dwellings is consistent with Local Plan Strategic Policy B, Strategic Policy M and Policy CO7. As such the principle of development is acceptable.

Highways – means of access

- 3.13 The outline application seeks consent for means of access to the site from Sled Gates. The siting of the access has been informed by speed surveys undertaken on site. The speed surveys informed site lines required and as such the options for the access point to the site. The proposed access point was included in the pre-application submission and no objection raised by NYCC Highways.
- 3.14 The submitted access plan is such that it will not give rise to any highway safety concerns. The number of dwellings proposed can also be accommodated within the existing highway network such that there are no capacity issues.
- 3.15 The indicative site layout is based on the submitted access showing vehicular and pedestrian access to the site. The indicative layout demonstrates that adequate parking and turning can be provided on site with 5 dwellings.
- 3.16 Further details are set out in the submitted Highway Supporting Statement.
- 3.17 Local Plan Policy CO2 relates to highways and seeks to ensure new development is of a scale which the adjacent road network has the capacity to serve without detriment to highway safety.
- 3.18 The proposal is for up to 5 dwellings. This quantum of development will not give rise to any highway safety issues and as such the proposal complies with the requirements of Policy CO2.
- 3.19 In terms of accessibility, this allocated site is within walking and cycling distance of village amenities and public transport. As such the site will be accessible to all.

Design / Visual Amenity / Residential Amenity

- 3.20 The application is submitted in outline with all design matters reserved for future consideration. An indicative layout has been provided for information only to show how 5 dwellings could be laid out on site. This demonstrates that each unit would have adequate amenity space, parking and not give rise to any issues of overlooking or loss of privacy.
- 3.21 The submitted DAS also gives details on how the site could be laid out whilst design of dwellings will most likely reflect those found in vicinity of the site. It is therefore considered the site can be laid out with appropriate dwellings at reserved matters stage.

Summary

- 3.22 The proposal will deliver up to 5 dwellings on a windfall site within the larger village of Fylingthorpe thus contributing to the Council's housing supply in accordance with strategies and policies set out in the Local Plan. The site sits in flood zone 1, can be safely accessed via a centrally located access point and will not give rise to any harm to known ecological habitats / protected species nor will it result in any landscape harm or loss of any boundary trees.
- 3.23 Considering the above assessment and with regards the submitted plans / technical reports, it is considered the proposal complies with relevant National and Local planning policies. As such there is no planning reason why outline planning consent should not be granted for the proposal.

4.0 Summary

- 4.1 This Planning Policy Statement has been prepared on behalf of SIW Properties in support of their outline planning application (all matters reserved except for means of access to, but not within, the site) for residential development of up to 5 dwellings on land to west of Highfields, Sled Gates, Fylingthorpe.

Background

- 4.2 The site sits within the built form of Fylingthorpe and comprises an infill plot with dwellings to the east, west and north. The Local Plan confirms Fylingthorpe as a 'larger village' (Local Plan Strategic Policy B – Table 1 (page 40)).
- 4.3 The site was subject to pre-application discussions (LPA ref NYM/2021/ENQ/17392) with the North York Moor National Park Planning Authority (NYMNPPA) to confirm whether the principle of development would be acceptable.
- 4.4 The response confirms the principle of residential development on the site would be consistent with the Policy requirements of Local Plan policy CO7 'Housing in larger villages'. The pre-app also sought the views of the County Highways team and they also confirmed no objection in principle to residential development of up to 5 dwellings on the site.
- 4.5 In light of the positive pre-application responses, this outline planning application is submitted on behalf of the landowner.

The Site

- 4.6 The site is located to the western edge of Fylingthorpe. The site comprises a small field (0.2ha) located to the west of Highfields. The site comprises an infill plot with housing development to the east, west and north. Sled Gates forms the northern boundary to the site and it is proposed access will be taken from this road (see submitted site access plan – location and design accepted at pre-app by NYCC Highways).
- 4.7 The site sits within walking distance of the village and is not subject to any heritage, landscape or ecology designations and there are no trees on site. The front of the site comprises an existing hedgerow. The site falls within Flood Zone 1.

The Proposal

- 4.8 The proposal involves an outline planning application for residential development of up to 5 dwellings. It is considered these would be 'principal homes' in accordance with Local Plan policy CO7. Means of access to (but not within) the site are to be considered at this stage.
- 4.9 The proposed means of access has been informed by speed survey works and has been subject to pre-application discussions with NYCC Highways. There is no objection to the proposed access point.
- 4.10 Matters relating to design (scale, layout and appearance) and landscape are all reserved matters for future consideration. The application is however accompanied by an Indicative Site Layout and Design & Access Statement which give an indication of how the site could be laid out. The indicative layout demonstrates that 5 dwellings could be developed ensuring each unit

has adequate private amenity space, parking, turning and there would be no issues of overlooking / loss of privacy.

4.11 Full details of the proposals are set out in the DAS and supporting drawings.

Summary

4.12 Fylingthorpe is identified as a larger village under Strategic Policy B in the Local Plan. Within larger villages, the Local Plan *allows for small scale development to meet housing, employment and community needs, including 'principal residence' housing on suitable sites (see also Policy CO7).*

4.13 Strategic Policy M 'Housing' sets out the how the NYMPNA will deliver new housing through the Plan period; this includes new homes delivered through windfall development. This is consistent with guidance set out in the NPPF which seeks to boost the supply of housing and encourage development of smaller sites (paras 59 and 68).

4.14 The site comprises a windfall site within the larger village of Fylingthorpe and as such the principle of development is consistent with Strategic Policies B and M.

4.15 Further to Strategic Policies B and M, Local Plan Policy CO7 refers specifically to development within larger villages stating advising that principal residences will be permitted in order to support the wider service function of such villages. The policy indicates a preference for such development to meet the need for smaller dwellings

4.16 This windfall site comprises infill development in the village with the site within walking distance of local shop, school, church, recreation areas and bus stops. As such the development of this site for residential development of up to 5 principal dwellings is consistent with the Local Plan.

4.17 The principle of development is therefore considered to be acceptable. This was advised in the Council's pre-application letter dated 5 March 2021.

4.18 The site is not subject to any heritage, landscape or ecology designation and sits within Flood Zone 1. As such there are no technical reasons to resist development of this small site.

4.19 The location of the site within the village and the proximity of housing to the east, west and north, ensures the development of this infill site will not harm the landscape quality or scenic beauty of the national park in this location.

4.20 Furthermore, whilst matters of design are reserved for later approval, the submitted indicative layout demonstrates how the site could be developed to deliver up to 5 dwellings.

4.21 The proposed access point has been informed by a recent speed survey to ensure location of the access point meets required sightlines. This access point was subject to pre-application support by NYCC Highways.

4.22 Assessing the proposed dwelling against the main objectives of the NPPF, it is clear the scheme accords with the overarching approach to planning in that:-

- The site will deliver up to 5 dwellings on a windfall site within the existing settlement and will therefore assist the NYMNPA in meeting its housing supply requirements
- The site is not of any environmental, ecological, heritage or landscape values

- The site can be safely accessed and will not give rise to any highway safety of capacity issues
- The proposed development will not give rise to any ecological or landscape (tree) harm;
- The development of this field within the settlement will not harm the landscape quality or scenic beauty in this part of the National Park;
- As demonstrated by the submitted layout and details set out in the Design and Access Statement, the development proposal can provide a development that is sympathetic to, and reflective of, the character of the surrounding area.

4.23 In light of the above, and as demonstrated on the submitted layout plans and submitted reports, the proposal is consistent with planning policy set out in the NPPF and those within the North York Moors Local Plan (2020) and does not give rise to any significant planning issues.

4.24 In view of the above, it is considered the scheme satisfies national and local policy and represents a suitable and sustainable development proposal for the site that addresses all the relevant and material considerations. In this context, the proposal satisfies Section 38(6) of the Planning and Compulsory Purchase Act 2004 and it is considered that outline planning permission should be granted.