

NYMNP

25/11/2021



PLANNING, DESIGN & ACCESS AND HERITAGE STATEMENT (Revised to include Flood Risk Assessment)

Outline Application

Construction of 9no. dwellings, relocation of public car park and mixed industrial units

**Land northeast and east of High Street,
Egton,
YO21 1UA**

Submitted on behalf of The Egton Estate and The Mulgrave Estate



MULGRAVE
— ESTATE —

EGTON ESTATE

JUSTUM PERFICITO. NIHIL TEMETO

November 2021

Compass Point Planning & Rural Consultants

The Old Vicarage, Victoria Square, Lythe, Whitby. YO21 3RW.

Introduction

- 1.1 This statement has been prepared on behalf of the Egton and Mulgrave Estates as joint applicants in support of an outline application for planning permission for the construction of 9 no dwellings, relocation of a public car park and an area of mixed industrial units on land northeast of the High Street, Egton.
- 1.2 The statement describes the site and surrounding area, considers the planning history of the site, the relevant national and local planning policies together with any other material considerations relevant to the determination of the application.
- 1.3 This statement acts as the Planning, Design & Access and Heritage Statement as identified under the North York Moors National Park Authority's Local List Criteria. In producing this statement regards has been given to the NYMNP guidance notes on Design and Access Statements.
- 1.4 The application is made in outline with all matters except for access to be reserved for further applications.
- 1.5 The applicants have held discussions with the Egton Show Committee prior to the submission of the application.

Site and Local Planning Context

- 2.1 The application site is located within the village of Egton close to an area known as Egton Plantation, on land northeast and east of the High Street. The site is an irregular shape but broadly 'L' shaped. Immediately north of the site are two residential dwellings – Flushing Meadow and Abbotsford. These dwellings effectively mark the gateway to the village. East of the site is an agricultural field owned by Mulgrave Estate which is used for the annual Egton Show. South of the site are a number of buildings that comprise the Egton Garage and associated workshops, residential dwellings, and The Witching Post Public House. The proposed industrial units are located to the east (rear of the garage and outbuildings).
- 2.2 On the other side of the High Street to the west of the site is a Memorial which is unlisted and sits at the junction of High Street and the C84/1/80 that leads to Egton Flats. The memorial commemorates John Foster who died in 1910 and is the great, great grandfather of the current owner of the Egton Estate. The memorial was erected by the estate's tenants. North of the Memorial is an area of open grassland which is identified under Policy C05 of the Adopted Local Plan as a Community Space. North of the community space is an area of woodland, also identified in the Local Plan (as protected woodland) and to the north of that is the Recreation Ground (also identified as a Community Space in the Local Plan) which comprises sports pitches, tennis courts, play area and a pavilion. North of the recreation ground is a residential dwelling known as Moorfield. An additional residential dwelling is further west which is known as Linden Grove.

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- 2.3 To the west of the Memorial is a terrace of affordable residential dwellings (10 in total) which were permitted in 2014. These mark the north-western edge of the built-up area of the settlement. The terrace is outside of the Conservation Area.
- 2.4 The proposal has three elements. Housing (9 new dwellings) are proposed fronting the highway (High Street) in a linear formation stretching between Flushing Meadow and the garage. This area is owned by Egton Estate and is currently a tarmacked layby used for car parking . The area has a low hedge and some ornamental shrubs and planting adjacent to the highway, and it also provides two access to the agricultural field to the east, both at the north and south extremes of the layby. The layby was formerly leased to Scarborough Borough Council for a car park, but the lease was surrendered by the tenant in February 2020. Part of the proposed housing area also includes part of the adjacent agricultural field as a narrow strip along the western boundary. This field is owned by the Mulgrave Estate and is used for the annual Egton Show. The applicants have met with the Egton Show committee to discuss the scheme.
- 2.5 The area to be used for a new village car park is located southeast of the proposed housing area. It will utilise the southern end of the agricultural field and will occupy the southern field boundary where it currently abuts the garage and workshops. There is an existing field access in this location.
- 2.6 The proposal industrial area is located to the rear of the current garage (east) and is owned by the Mulgrave Estate. A new access road will be created alongside the northern boundary of the garage to serve the industrial area, the car park and to allow for access to the field. The proposed area of industrial land is approximately 0.4ha and is currently grassed are with a storage shed used for the Egton Show.
- 2.7 The application site in its entirety lies outside of the Conservation Area, although the garage lies within the Conservation Area and therefore the southern edge of the proposed housing area is adjacent to the Conservation Area.
- 2.8 The Conservation Area contains a mix of residential and commercial uses including the garage and the two pubs – The Witching Post and The Wheatsheaf - both are within 100m of the site. Materials in this part of the Conservation Area include stone with red pantiled or black slate roofs.
- 2.9 The site is not deemed to be at risk of flooding from rivers, surface water or reservoirs, as confirmed by the Government’s long-term flood risk assessment for locations in England at: <https://flood-map-for-planning.service.gov.uk/>. **See Appendix 1.**
- 2.10 Egton village is a largely linear settlement, consisting of a long broad street (High Street), with development either side. There are two key junctions. On is Egton Lane running westwards; and the second is the road to Grosmont running eastwards off the High Street.
- 2.11 The village itself has a range of services and facilities including two public houses, the Wheatsheaf, and the Witching Post at the north end of the village, a village hall, surgery, garage, and primary school. It is served by public transport with regular buses and a railway station nearby at Egton Bridge, where there are a two further public houses, another school, and a shop. The population in 2011 was just under 450 people. Egton is designated as a ‘Larger Village’ in the Adopted North York Moors National Park Local Plan (2020) under Strategic Policy B – The Spatial Strategy.

Planning History

- 3.1 There is limited planning history within the red line of the application site but a number of historic planning applications in the vicinity. There are permissions for some storage sheds used in connection with the Egton Show that occupy part of the area proposed to be used for industrial purposes – the most recent being granted in 2005.
- 3.2 The garage site to the south and west of the application site has been the subject of a number of consents over the years, the most notable being a change of use from horticultural workshops to engineering/light industrial use in the 1980s. Consent was also given for the erection of a Pole Sign at the front of the garage adjacent to the highway in 1989.
- 3.3 The two dwellings to the north of the applications site – Flushing Meadow and Abbotsford were constructed in the 1980s and a ground floor extension to Flushing Meadow was granted in 1991. Abbotsford had a reconfigured access in 2004.
- 3.4 South of the application site there are other permissions associated with alterations to The Witching Post and the Wheatsheaf Public Houses granted over the last 20-30 years including conversion of outbuildings.
- 3.5 Further west of the application site is a terrace of affordable houses granted in 2014, these comprise 10 units and are a mix of two storey terraces with single storey bungalows at each end. These are located close to the key junction of the High Street and the C84/1/80 adjacent to the Memorial but set back from the highway with a greened area in front.

4. Details of the Proposal

- 4.1 The application is for the construction of 9 dwellings, the creation of a village car park and an area of industrial units.

Housing

- 4.2 The proposed housing element is to be considered under Policy CO.7 of the Adopted Local Plan July 2020 – ‘Housing in larger villages. All 9 dwellings are proposed to be Principal Residence Housing. This element is approximately 0.45 ha in size.
- 4.3 The application is made in outline with all matters except access reserved. However, the indicative layout shown on drawing no. 02-2021-1001, shows that it is comfortably possible for a layout to include a mix of detached and semi-detached dwellings in a linear pattern set back from but facing the road. The provision of mid-range sized housing of three bedrooms suitable for families can be accommodated. The layout of the dwellings shows them as being set back from the highway retaining the current planting scheme adjacent to the highway and making use of the existing layby arrangement. Dwellings accessing directly onto a road within the site which links to the two existing accesses at either end of the existing layby, in which parking for approximately 23 cars is provided by permission of the owner. There are no new

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accesses to be created for this element. The dwellings gardens would extend into the current agricultural field behind the layby and the existing boundary trees could easily be incorporated into the scheme as garden trees in rear or front gardens.

- 4.4 All properties have front and rear gardens and parking in the form of garaging and driveways. The eastern boundary of the site which would largely comprise rear gardens would mark the new boundary of the agricultural field.

Village Car Park and Access Road

- 4.5 The application includes the proposal to create a new village car park located to the south-east of the proposed housing area. The car park could have approximately 40 parking spaces (including disabled spaces) and would be used by cars that would usually park in the layby. The car park would be accessed by using the existing access (which currently allows access to the field) directly south of the new housing area and would allow for access to the proposed industrial area to the rear of the existing garage/workshop as well as a new agricultural access to the field within the application site. The car park would use a portion of the agricultural field and is approximately 992m². The access road to the car park also allows for separate pedestrian access allowing for access from the car park to village services and facilities .

- 4.6 The existing layby car park has been well used at times – sometimes to overflow - and the new car park will offer additional capacity. The area is popular with walkers and the proximity of the car park to village facilities including the garage and the two public houses means that it provides convenient and secure parking.

Pumping Station.

- 4.7 A new pumping station is to be provided between the new car park and the proposed housing. This would also be accessed via the access road which serves the car park and the proposed industrial area.

Industrial Units

- 4.8 The application provides for a new area of industrial units to the rear of the current garage/workshop site. The area reserved for this use is approximately 0.4ha and is currently unused grassland and storage areas connected to the Egton Show. Access to the industrial area would be via the new access road but using the existing highway access.

- 4.9 As the application is in outline there are no specific units proposed although the proposed uses would be largely those that were formerly B1 Light Industrial (and are now E (g) Uses which can be carried out in a residential area without detriment to its amenity:

- **E(g)(i)** Offices to carry out any operational or administrative functions,
- **E(g)(ii)** Research and development of products or processes
- **E(g)(iii)** Industrial processes

In addition there could be potentially some B2 general industrial which is consistent with the garage and workshop uses already adjacent. In addition there could also be

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some office and storage uses. Parking provision can be made on site for deliveries and some employees, however there is also the potential to utilise the proposed nearby village car park. As the application is in outline there are no specific unit sizes shown on the plans.

5. Design and Access Considerations

5.1 Design

Housing

- 5.1.1 Consideration has been given to best use of the land in terms of residential provision as well as the character of the area. The proposed site layout provides a reasonable amount of accommodation with good amenity space without reducing the level of amenity to other adjacent properties or the visual amenity of the area as a whole.
- 5.1.2 Whilst the site lies outside of the Conservation Area, this site has the potential to provide a traditional range of dwellings that reflect the historic core of the village inside of the Conservation Area.
- 5.1.3 The properties are intended to be provide family accommodation of 3- bedrooms however as the application is made in principle this can be adjusted at details stage. The properties would be two storeys consistent with the majority of the adjacent development around the central part of the village, including the new housing development west of the memorial

Village Car Park and Access Road

- 5.1.4 The application seeks in effect to relocate the car parking from the layby position adjacent the highway to a purpose-built car park north-east of the current garage site. The area identified for a car park could accommodate approximately 40 spaces including disabled spaces. The car park could be used by visitors (including walkers) who tend to use the current layby parking, local residents who may wish to park off street, visitors, and customers of the two public houses and the garage and employees and visitors of the proposed industrial units. It can also be used for disabled parking for Egton Show days. The current parking in the layby is conditional and by permission of the Egton Estate.
- 5.1.5 By creating a specific village car park that is set back from the highway, there is the potential to reduce the current level of informal on street parking and verge parking that takes place within the Conservation Area, with the benefit of an overall visual benefit to the wider views and setting of the Conservation Area. The proposed car park would be formally set out and landscaped to match the existing landscaping arrangement for the current layby car park, to enable its assimilation into the landscape and edge of Conservation Area location
- 5.1.6 The layout shows a proposed crossing point leading from the car park to a new footway which would run along the south side of the new access road. This will enable safe access and egress between the car park (and to the industrial area) to village facilities by pedestrians.

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5.1.7 The access road runs west to east along the southern edge of the application site and provides access to the new car park, an agricultural access to the field and also to the industrial area. A new footway is proposed along the southern edge and a crossing point is included to allow for safe access to the car park.

Mixed Industrial Units

5.1.8 The application is made to establish the principle of development. Therefore there are no specific buildings proposed for the mixed industrial area. However the mix most likely to be used would be a range of sized buildings to be used for a mix of light industrial, office and industrial use with possibly some small-scale storage and distribution.

5.2 Access

Housing

5.2.1 Vehicular access to the proposed housing will be via the two existing vehicular accesses located at the northern and southern tips of the existing layby parking area. The existing layby road will be used as an internal access road and each dwelling will have its own private driveway access on to this internal road. Parking provision for the dwellings will be off road using driveways and garaging.

5.2.2 Pedestrian access from the dwellings to the rest of the village to the south will be via a new path which runs south from the southern-most dwelling to join up with the access road to the car park and mixed industrial area.

Village Car Park and Access Road

5.2.3 Access to the car park is via the existing access point just north of the Garage site which currently allows access to the agricultural field. A new access road is to be created from the existing highway access along the southern boundary of the application site created to serve the car park and the industrial units beyond but also access to the agricultural field which has been relocated. No new accesses onto the highway are to be created.

5.2.4 The access road has a short length of footway to the north to accommodate pedestrians from the new houses accessing village facilities and a longer length along the southern boundary to allow for pedestrian access to and from the car park and the industrial area. A crossing point is also included for safety reasons.

Industrial Units

5.2.5 Although the application does not contain details of the dimensions and layout of the mixed industrial area, there is sufficient room to accommodate and number of units with a central area for parking and turning including for deliveries and visitors. The adjacent village car park can also be used for either visitor or employee parking as required.

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- 5.2.6 Access to the area proposed for mixed industrial uses is via an existing highway access and the new access road.

5.3 Sustainability

- 5.3.1 The application site and mix of uses allows for a number of potential sustainability benefits . The car park allows for the potential for the provision of electric charging points as well as being an interchange destination from which walkers and cyclists can explore the North York Moors on foot and by cycle.
- 5.3.2 The provision of new footways to connect to village services and facilities is also of benefit and in terms of the scope for innovative landscaping provision using wildflowers and pollinators.
- 5.3.3 The industrial units, whilst lying outside of the conservation area, could also benefit from the use of roof mounted solar roof tiles and panels or solar shingles, rainwater harvesting and capture systems, green roofs as well as the installation of electric charging points.
- 5.3.4 Hard surfaces can be avoided in favour of permeable pavements and driveways to allow for flooding and pollution control.

5.4. Landscaping

- 5.4.1 Existing natural features including trees and hedges shall be retained as far as possible and incorporated into the design of the layout. The existing landscaping scheme along the layby car park frontage should be retained as far as possible in order to ensure that the current access points are the only accesses and to soften the development.
- 5.4.2 Existing trees and hedges which delineate the boundary of the agricultural field will be retained and incorporated into the front of back gardens of the proposed dwellings. A new field edge will need to be created along the rear gardens of the proposed dwellings with a significant new landscape boundary.
- 5.4.3 The boundaries of the new car park will also be landscaped in order to provide a new edge to the field and to soften the visual appearance. There will also need to be landscaping and boundary treatments on the southern, western, and eastern boundaries of the proposed mixed industrial area, particularly where it abuts existing development.

5.5 Landscape

- 5.5.1 The site does not occupy a prominent position in the landscape. The fact that it is made up of three distinct elements that occupy different locations means that their situation within the landscape differs. The application site is largely flat although the agricultural field to the east does slope eastwards away from the site.

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- 5.5.2 Approaching the application site from the north along the C82 towards the centre of the village, the first building seen on approaching the village is Moorfield, located to the west, its red brick northern elevation is relatively prominent despite the tree cover to the property frontage. Moving closer to the centre of the village, the 30mph speed limit sign located close to the access drive of Abbotsford marks the entrance to the village. South of Abbotsford is Flushing Meadow and when you reach this point you do feel that you are in a village location with clear views of the houses west of the memorial and to your immediate west is the recreation ground, car park pavilion, play area. There are also a number of highway signs and telegraph poles in this location. At this point the highway edge becomes more urbanised with brown fencing along the recreation area and then glimpses of the formal landscaping that delineates the beginning of the layby car park where the housing will be located. Shortly after this is located the car park to the east, good views of the terraced housing on the western part of the green and also the northern elevation of the garage building and the workshop unit to its rear. By the time you reach the southern end of the application site, the feeling is more enclosed with residential developments in plain view together with the garage and workshops.
- 5.5.3 Approaching the application site from the south, you drive through the main village cluster and the junction with the road to Grosmont (C56), past the public houses until you reach the garage. There is built development in all viewpoints and when you reach the garage site, the layby car park and associated cars are in plain view from the High Street. The garage often has vehicles parked immediately outside of it. The Community space has a fence around it and views northwards are of the cars in the layby car park, the formal landscaping around the car park with the dwellings of Flushing Meadow, Abbotsford, and Moorfield beyond.
- 5.5.4 There are no views of the site from Grosmont Road. There is linear development along this road and planning permission for five dwellings REF NO NYM/2020/0683 exists for the only substantial gap in development. The land also rises up steeply behind these dwellings meaning that there are no long views northwards.
- 5.5.5 There is an unclassified road which is single track and provides an eastern link between the C82 and the C56. At its most northern point there are views towards the village from this road, the rear of Flushing Meadow and Abbotsford can be seen together with the tree belt along the boundary of the agricultural field and the workshop building to the rear of the garage further south. These views then disappear as you travel south-west along the road as the land rises up to the west and the road continues eastwards to its junction with the C56.
- 5.5.6 It is therefore concluded that the application would cause adverse impacts upon the landscape.

5.6 Services/Drainage

- 5.6.1 It is proposed to connect to the existing drainage and sewerage networks. A new pumping station is shown between the proposed car park and the southernmost proposed new dwelling in case it is required. The existing mains supply runs past the layby car park northwards up to the Lady Cross Caravan Park.

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5.7 Nature Conservation

- 5.7.1 There are no known protected species present on site nor is the site subject to any formal nature conservation designations

5.8 Heritage

Conservation Area and Listed Buildings

- 5.8.1 The site lies outside of the Conservation Area for Egton but adjacent to the extreme northern end of the Conservation Area. There are no listed buildings in the immediate vicinity of the site. The closest listed building is The Witching Post Public House which Grade II and is within 100m of the closest part of the site. There is significant intervening development including the garage site, workshops, and other residential development. There are almost no public views in which the Witching Post and the proposed development could be read together, and it is therefore not considered that the application would have an impact upon the significance or setting of this or any other listed building.
- 5.8.2 The character of the northern part of the conservation area comprises a mix of uses and scales including residential dwellings, commercial uses such as the public houses and the garage and workshop site which marks the northern boundary of the Conservation Area. Residential development within the Conservation Area is largely linear in form and fronts on to the highway, it is typically one plot deep and at this northern end is characterised by dwellings set back behind greened areas sometimes with informal parking in front. The garage and workshop site are larger buildings, the latter being of some significant scale compared to its surroundings however when viewed from the High Street it does not appear to dominate or be overbearing. The garage site, as would be expected, often has a large number of vehicles parked at its frontage. This when viewed approaching from the north (and to an extent from the south) can be read alongside the car parked in the layby and gives a visual impression of the dominance of the car at this entrance to the Conservation Area. The proposal provides for the creation of a village car park which would see the removal of a number of cars parked in this location and sites in a more discreet and set back location that would impinge less upon the setting of the Conservation Area. The removal of areas of car parking from this prominent point adjacent to the Conservation Area would represent an overall benefit to heritage.
- 5.8.3 Furthermore residential dwellings set back in this location would allow a longer and more open view of the approach to the Conservation Area and comprise a less prominent feature as they would not be visible until much closer when approaching the Conservation Area from the north. Views both into and out of the Conservation Area would not be cluttered by car parking and would provide an enhanced approach to the Conservation Area.

Archaeology

- 5.8.4 The area of land proposed for the mixed industrial units features on the Historic Environment Record (HER) – reference NZ80069952, which is believed to be a ‘ridge and furrow’ feature (rigg and furrow as it is known in the north-east) .

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- 5.8.5 The feature is a type of earthwork found in fields. It gives the surface of the ground a wavy corrugated effect and consists of linear ridges or humps with shallow ditches between. They are arranged in blocks, which reflect the shape of historic five. fields. Seen from the air, the ridges are often slightly S-shaped - a result of horse-ploughing techniques, and a bank or 'headland' would grow at the end of the rows where the plough turned.
- 5.8.6 Ridge and Furrow is a relic of an obsolete type of agriculture. The pattern of ridges and furrows is often all that remains of the narrow strips (called 'selions') used in the 'open field system' of agriculture – a communal method of strip farming in large village fields which has its origins in the Early Medieval period (circa AD 800- 1200), and which continued in some areas into the early 19th century. Each smallholder would work a few strips in the open fields. This system was largely destroyed by Enclosure into smaller square-shaped fields, a process which peaked in the 18th and 19th centuries. There were practical advantages in creating ridges – they increase soil depth and add to the overall surface area of the field, and the furrows between assist in drainage
- 5.8.7 It is acknowledged that areas of rig and furrow, have a cultural significance. They contain information relating to aspects of the past that has value for present and future generations. They yield social and economic information such as information about the practices of tillage, eg the physical preparation of the soil for cultivation, manuring, crops, use for grazing and pastures, etc. These, in turn, indicate particular social and economic practices and arrangements.
- 5.8.8 In addition Rig and Furrow can reveal historical information through the varying forms they take through time and the variations in scale as a result from social and technological change. Rig and furrow tends to survive best in marginal areas and are generally the results of the final episode of cultivation.
- 5.8.9 Rig and furrow provides evidence for the evolution, development and spread of agricultural technologies as represented in the hardware used to create the ridges and furrows. Spades and ploughs, traction by humans, horses or oxen, steam engines and tractors all played a role in the creation of rig and furrow and the latter has the potential to inform us on their use, through time. Rig and Furrow has cultural value because it contains unique information about agricultural practice.
- 5.8.10 The significance of rig and furrow features merits consideration in the planning process and this can be recorded through the imposition of a planning condition to secure a programme of archaeological investigation/written scheme of investigation e.g. through aerial photography or rapid topographic survey as required by Policy ENV9 of the Adopted Local Plan.

5.9 Floodrisk

- 5.9.1 The NPPF indicates that Site-specific Flood Risk Assessments (FRA) are required for any development located within Flood Zones 2 or 3. In Flood Zone 1, an assessment should accompany all proposals involving sites of 1 hectare or more. The application site is between 1 and 1.2 hectares although it is spread across different uses and different areas. The purpose of the FRA is to identify the level of flood risk to a property or site. This helps to identify the measures (*if any*) that are necessary to make a property or site

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safer. When determining planning applications, local planning authorities should be satisfied that the proposed development would not increase flood risk elsewhere.

5.9.2 This assessment has been formulated in accordance with the National Planning Policy Framework (NPPF) 2021 and NPPG (2021) and it is to be used to assist the NYMNPA and the Environment Agency when considering the potential flood risk implications of the proposal. proposal in terms of flood risk flooding issues of the proposed development as part of a planning application.

5.9.3 According to the Environment Agency's flood risk maps (see Appendix 1) the entire application site lies in Flood Zone 1. It is only the site area that has generated the need for the assessment not any concerns over the current or future flood risk in the area. Flood Zone 1 is commonly described as being at low risk of flooding. The proposed housing, industrial units and car park and access are all within Flood Zone 1.

Sequential Test

5.9.4 The NPPF seeks to take a **sequential** approach to directing all development to sites with the lowest risk of flooding and the proposal is consistent with that approach as it falls within Flood Zone 1. This is known as the **sequential test**. The Sequential Test ensures that a sequential approach is followed to steer new development to areas with the lowest probability of flooding. The flood zones as refined in the Strategic Flood Risk Assessment for the area provide the basis for applying the Test. The aim is to steer new development to Flood Zone 1 (areas with a low probability of river or sea flooding). Where there are no reasonably available sites in Flood Zone 1, local planning authorities in their decision making should take into account the flood risk vulnerability of land uses and consider reasonably available sites in Flood Zone 2 (areas with a medium probability of river or sea flooding), applying the **Exception Test if required**. Only where there are no reasonably available sites in Flood Zones 1 or 2 should the suitability of sites in Flood Zone 3 (areas with a high probability of river or sea flooding) be considered, taking into account the flood risk vulnerability of land uses and applying the **Exception Test** if required.

5.9.5 The Sequential and **Exception** Tests in respect of flooding are not applicable to minor development which are defined as having a footprint of less than 250 sqm. Each element of the proposed scheme exceeds this threshold.

5.9.6 The location of the whole site is within Flood Zone 1 and therefore has a low probability of flooding. The closest water course to the application site is approximately 250m away to the east of the Egton Show Field. The sequential test seeks to direct development to sites with the lowest risk of flooding. The site is already within Flood Zone 1 – it is the site area that has required a flood risk assessment rather than an identified risk of flooding.

5.9.7 Table 2 of the Environment Agency's Flood Risk Vulnerability Classification sets out the flood risk vulnerability of various land uses. Housing is classified as 'more vulnerable' and the industrial units and the car park are 'less vulnerable'.

5.9.8 The Environment Agency's Table 3 'Flood Risk Vulnerability and Flood Zone Compatibility' states that 'More Vulnerable' developments require an Exception Test, after having applied the Sequential Test. According to the table, development of this kind in Flood Zone 1 would be 'appropriate' in floodrisk terms and the proposal

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therefore satisfies the sequential test and there is no need to search for a sequentially preferential site.

Exception Test

5.9.10 There are specific elements to the Exception Test:

1) Will the proposed development provide wider sustainability benefits to the community which outweigh the flood risk to and from the proposed development?

5.9.11 To be clear the Floodrisk attributed to the proposal in its proposed location is negligible. It is located within Flood Zone 1 in its entirety, within the built up area of the village and not in an area that is known to flood. The development of housing, industrial units and a village car park presents a number of wider sustainability benefits to the local community including the positive economic and social sustainability outcomes such as homes for local people (achieved through principal residence), local employment, opportunities, improved facilities for visitors to enjoy the area and visit other attractions, use of the footpath and long distance trail network and the potential to provide a solution to current parking issues on the edge of the Conservation Area.

5.9.12 One of the key objectives of the National Park is to support the tourism and recreation sector, strengthen and diversify the local economy, promote healthy and sustainable communities and encourage opportunities for understanding and enjoyment of the Park. This application provides opportunities for local people to buy their own home, provide opportunities for local employment and provide premises in which new businesses can thrive or existing businesses can expand into. Visitors to the area will also benefit from the car park which can be used as a base to explore the various long-distance footpaths.

2) Will the proposed development remain safe over its lifetime (taking into account the vulnerability of the proposed users) without increasing flood risk elsewhere?

5.9.13 The proposals are located some distance from the nearest water course which is on lower ground than the proposed development and therefore, even in the event of an extreme flood, is unlikely to be affected. This is underlined by its identification in Flood Zone 1.

5.9.14 The site has been in the ownership of the two Estates for some considerable time and has never been known to flood.

3) Will it be possible for the development to reduce flood risk overall ?

5.9.15 Given the size and nature of the development and its location within the settlement limits, the amount of surface run-off is considered to be small scale. There is however scope to further reduce flood risk overall within the parameters of this application, particularly at details stage through the use of rainwater capture and harvesting measures incorporated into the design of the dwellings and the industrial units. The car park surfacing will also be important to helping to reduce surface water run-off. . However as indicated earlier the likely of flooding of the application is low given the following:

- The distance to the nearest water course

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- The general topography of the area
- The whole site (and most of its surrounding fields) is located in Flood Zone 1
- The potential for the incorporation of flood mitigation measures into the detailed design of the buildings
- The choice of surface for the car park
- The application site has not been known to flood by either of the applicants who have been the landowners for some years.

6. Planning Policy Considerations.

6.1 Local Development Plan

6.1.1 The relevant Local Development Plan for the area is the North York Moors Local Plan Adopted in July 2020. The most relevant policies are as follows:

Strategic Policy A - Achieving National Park Purposes and Sustainable Development.

6.1.2 This strategic policy takes a positive approach to new development in line with the presumption in favour of sustainable development. It seeks to conserve and enhance the natural beauty, wildlife, and cultural heritage of the National Park and to promote opportunities for the understanding and enjoyment of the special qualities of the National Park by the public. Development is allowed that:

- a) Is of a high-quality design and scale which respects and reinforces the character of the local landscape and the built and historic environment.
- b) Supports the function and vitality of communities by providing appropriate and accessible development to help meet local need for housing or services, facilities, energy, or employment opportunities.
- c) Protects or enhances natural capital and the ecosystem services they provide.
- d) Maintains and enhances geodiversity and biodiversity through the conservation and enhancement of habitats and species.
- e) Builds resilience to climate change through adaptation to and mitigation of its effects.
- f) Makes sustainable use of resources, including using previously developed land wherever possible; and
- g) Does not reduce the quality of soil, air, and water in and around the National Park.

Strategic Policy B –The Spatial Strategy.

6.1.3 Egton is designated as a 'larger village' in the spatial strategy. The strategy allows for development which supports the service function of Larger Villages by providing additional housing (including principal residence and affordable housing), employment and training premises and new facilities and services for the immediate and wider locality.

Strategic Policy C - Quality and Design of Development.

6.1.4 This strategic policy allows development where proposals are of a high-quality design that will make a positive contribution to the local environment in accordance with the principles set out in the NYMNP Authority Design Guide.

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- the proposal incorporates good quality construction materials and design details that reflect and complement the architectural character and form of the local area and/or that of the local vernacular.
- the siting, orientation, layout, and density of the proposal complement existing buildings and the form of the settlement, preserving or enhancing views into and out of the site and creating spaces around and between buildings which contribute to the character and quality of the locality.
- the scale, height, massing, and form of the proposal are compatible with surrounding buildings and will not have an adverse impact upon the amenities of adjoining occupiers.
- sustainable design and construction techniques are incorporated in the proposal including measures to minimise waste and energy use and where appropriate use energy from renewable sources.
- a good quality landscaping and planting scheme which reinforces local landscape character, increases habitat connectivity, and makes use of appropriate native species forms an integral part of the proposal.
- Proposals to enhance local wildlife and biodiversity, for example through the inclusion of nesting boxes and bat roosts.
- Where appropriate, cycling facilities and car parking are provided provision and without compromising local highway safety, traffic flow or Public Rights of Way.
- and the proposal ensures the creation of an accessible, safe, and secure environment for all potential users, including the elderly, children and those with a health condition or impairment.

Strategic Policy G – The Landscape.

6.1.5 This strategic policy seeks to protect the high quality, diverse and distinctive landscapes of the North York Moors. Great weight will be given to landscape considerations in planning decisions and development will be supported where the location, scale and detailed design of the scheme respects and enhances the local landscape character type as defined in the North York Moors Landscape Assessment.

Policy ENV9 - Historic Landscape Assets

6.1.6 This policy seek to ensure that historic landscape assets such as ridge and furrow are preserved. When preservation is not justified adequate provision for recording and analysis in advance of the development, secured through an approved Written Scheme of Investigation.

Strategic Policy M – Housing.

6.1.7 This strategic policy seeks to meet the needs of local communities by enabling a minimum of 551 new homes (29 per year) to be completed over the plan period. These homes will be delivered through the development of sites allocated in the Helmsley Local Plan and in, Environmental Enhancement Sites; through windfall development, including custom and self-build housing, on suitable small sites in listed settlements; through affordable housing schemes on rural exception sites and through proposals put forward in accordance with a Whole Estate Plans approved by the National Park Authority. Schemes will be expected to meet the need for smaller dwellings and all proposals should be of a high-quality design and construction to

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ensure that the character and distinctiveness of the built environment and local landscape are maintained.

Strategic Policy K – Rural Economy

6.1.8 This strategic policy seeks to broaden and diversify the economy of the National Park. The policy supports proposals that would allow existing businesses to diversify and expand, where they may increase or broaden job opportunities and where they may support small, micro or start-up industries. Access to a range of high quality and long-term employment opportunities is a key factor in encouraging young people to stay in the area and help maintain sustainable rural communities. The Authority has a duty to foster the economic and social well-being of local communities whilst pursuing the National Park purposes and will encourage and promote opportunities for appropriate new employment, training and enterprise in the National Park as well as supporting the continued viability of the agriculture and tourism sectors.

Policy CO2 – Highways.

6.1.9 This development management policy allows development where:

- It is of a scale which the adjacent road network has the capacity to serve without detriment to highway safety.
- 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 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.

Policy CO3 - Car Parks

6.1.10 This Development Management Policy allows for new parking provision subject to criteria which include, alleviating existing parking problems, benefitting residents and visitors to the National Park and where the design, siting and layout do not have a detrimental impact upon natural beauty, wildlife, or cultural heritage.

Policy CO7 - Housing in Larger Villages.

6.1.11 This development management policy allows development of principal residence and affordable housing on suitable small sites within the main built-up area of the village.

6.2 Other material considerations

NPPF

6.2.1 The NPPF is a material consideration with considerable weight. The relevant national planning policies are set out in the National Planning Policy Framework (NPPF) revised in July 2021. Paragraph 7-8 of the NPPF, the Government underlines its commitment to sustainable development and states that:

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“The purpose of the planning system is to contribute to the achievement of sustainable development...achieving sustainable development means that the planning system has three overarching objectives which are interdependent and need to be pursued in mutually supportive ways:

- *an economic objective – to help build a strong, responsive, and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth, innovation, and improved productivity, and by identifying and coordinating the provision of infrastructure.*
- *a social objective– to support strong, vibrant, and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful, and safe places, with accessible local services and open spaces that reflect current and future needs and support communities’ needs health, social and cultural well-being.*
- *an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improving biodiversity, using natural resources prudently, minimise waste and pollution, and mitigating and adapting to climate change including moving to a low carbon economy.”*

6.2.2 In addition, paragraphs 81-85 of the framework indicate that planning decisions should help create the conditions in which business can invest, expand, and adapt. Paragraph 85 recognises that meeting local business and community needs in rural area may have to be found adjacent to or beyond existing settlements and in locations not well served by public transport.

6.2.3 To promote sustainable development in rural areas, paragraph 79 of the framework indicates that housing should be located where it will enhance the vitality and viability of rural communities. In addition is recognises that housing in one village may support services in a nearby village.

7. Assessment

7.1 Section 38(6) of the Planning and Compulsory Purchase Act (2004), requires the proposed development to be judged against the Development Plan Policies in the first instance; and planning decisions made on the basis of its compliance with the Development Plan Policies, taking into account material planning considerations, and applying the planning balance of the schemes impacts against the positive benefits that will be derived. Below is set out how the proposal performs against the Development Plan: The North York Moors Local Plan July 2020.

Strategic Policy A: Achieving National Park Purposes and Sustainable Development

7.2 The proposal is considered to be in conformity with Strategic Policy A as it is of a scale that will not have an unacceptable impact on the wider landscape or the quiet enjoyment, peace, and tranquillity of the park. Neither will it detract from the quality of life of local residents or the experience of visitors. It is of a scale which will support the character and function of Egton and would not have a detrimental impact on the natural environment, biodiversity and geodiversity or the loss of important ecosystems or natural capital. It would not impact on the landscape character of the village or the

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wider area, and through careful design and material choice will enhance local character. The creation of the car park will enable cars parking to be relocated to less sensitive and prominent positions adjacent to the Conservation Area. It provides for a choice of housing that will help to meet the needs of the area. It provides opportunities for new residents to be able to access Egton's local services and facilities, without the need to use the private motor car and has good pedestrian connections to village services and facilities. The scheme will provide social benefits including the provision of a village car park, potential job opportunities for residents through the creation of the industrial units and adding to the housing stock providing appropriate and accessible development, which will help meet the Park's need for principal residence housing. It will also provide economic benefits in terms of job creation and opportunities as well as providing premises for either existing local businesses or those requiring premises to start-up.

Strategic Policy B: The Spatial Strategy

- 7.3 The proposal is considered to be in conformity with Strategic Policy B. It proposes principal residence dwellings within the built-up area of Egton which is identified as a Larger Village which is supported by the Policy. In addition, new village facility in the form of a village car park will be provided by the application together with new business and industrial units. Egton is a village that already contains a range of services and the car park, and the mixed industrial units will add to the range of facilities available to local people and visitors.

Strategic Policy C: Quality and Design of Development

- 7.4 The application is made in principle and there are no specific details however, an indicative layout is shown and the details of any new dwellings, the industrial units and the layout of the car park are reserved to a alter applcaiiiton.

Strategic Policy G: The Landscape

- 7.5 The proposal is considered to be in conformity with Strategic Policy G as the application site does not exhibit the main characteristics associated with the Lower Esk Valley Landscape Character Type and lies between existing development. The proposal would not impact upon any areas that are representative of the Landscape Character Type, nor does it contribute significantly to the wider overall landscape character. The site is visually contained and has development in immediately adjacent on a number of sides resulting in only a limited contribution to the wider landscape character area. The site reflects the character, amenity, and form of the village. Any potential impact upon landscape character here will localised, being mostly limited to the site itself and limited views from the north-east when looking back towards the site from an unclassified single-track road. The site's development would not adversely affect the character of Egton. It would not impact upon any heritage features and is outside of the Conservation Area. Part of the proposal represents a small amount of further linear development, in keeping with the character of the surrounding area and represents an appropriate infill opportunity. The car park and the industrial units add to the range of village facilities and are located behind existing development away from main views.

Policy ENV9 - Historic Landscape Assets

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- 7.6 The proposal includes land known to contain ridge and furrow features. The proposal would not allow for the feature to be retained in situ however the imposition of a condition requiring a programme of archaeological recording /written scheme of investigation would allow for the proper recording of the feature for historic environment record purposes in accordance with this policy.

Strategic Policy K – Rural Economy

- 7.7 The proposal is considered to be in conformity with this strategic policy as it will provide a mix of industrial units within a village that is identified as a Large Village, thereby providing opportunities to diversity its employment base and provide opportunities for existing businesses to expand and for new business enterprises to start-up. It will also add to the range of employment opportunities for local people in Egton and provide the opportunity for people to work sustainably close to where they live

Policy CO2: Highways

- 7.8 The proposal is considered to be in conformity with Development Management Policy CO2. It is in a location that is capable of being, accessed by public transport, walking, or cycling. The site will use existing accesses and will provide a new car park with safe pedestrian access. The application does not require the diversion of an existing Right of Way. The site links easily through to Egton's services and facilities which are no more than a 1–2-minute walk. Public Transport is available with the 95-bus connecting the village to Whitby and nearby railway stations at Egton Bridge. Visibility from the site looking both ways along the C82 Road is good, and the traffic generated by an additional 9 dwellings will not cause a severe impact on the local highway network or result in impact on the safe operation of the highway network in this location. The removal of large areas of parked cars at the entrance to the Conservation Area and relocated to a more discreet location, whilst providing additional parking capacity is considered to be of overall highway benefit.

CO3 Car Parks

- 7.9 The proposal is considered to be in conformity with development management policy CO3. The proposal relocates an existing car park and increases its capacity. The car park is relocated to a less prominent position than the existing location adjacent to a prominent part of the Conservation Area and the additional capacity provided will enable cars currently parked around the current garage site or on street or on verge within the Conservation Area to be relocated providing a visual improvement to the conservation area.
- 7.10 The car park will be for the benefit of local residents, visitors including those needing a base from which to begin their walk and for visitors and employees to the proposed industrial units. Although the proposed location is not a brownfield site, it is essentially the relocation of an existing car park with additional capacity. There are no other

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suitable sites in this part of Egton that could accommodate a relocated car park without being more predominantly located within the Conservation Area.

- 7.11 The proposed car park does not have any natural beauty or wildlife impacts and in terms of cultural heritage it can be argued that the opportunity to relocate the car park from its current prominent location adjacent to the Conservation Area to a more discreet location presents a heritage benefit, The additional capacity which allows for the opportunity for cars parked in other visible location within the Conservation Area to be accommodated in less visible locations presenting further benefit to heritage.

Strategic Policy M: Housing

- 7.12 The proposal is considered to be in conformity with Strategic Policy M. It will contribute, albeit modestly towards meeting the Policy's aspiration of delivering a minimum of 551 new homes (29 per year) over the Plan period. It represents a windfall scheme on a suitable small site in a village capable of accommodating new homes.

Policy CO7: Housing in Larger Villages

- 7.13 The proposal is considered to be in conformity with Development Management Policy CO7. The application proposes small scale Principal Residence housing on a suitable, partially brownfield small site in the built-up area of a defined Larger Village. The policy requires new housing sites to be within the main built-up areas of the village and for proposals to be well related to the form and grain of the existing surrounding residential development and should make efficient use of the available space. The proposed housing forms logical infill on a largely brownfield site between the Garage site and Flushing Meadow and Abbotsford to the north and follows the prevailing linear pattern of development within the village. Abbotsford and Flushing Meadow together with the Recreation Ground on the west side of the C82 mark the limit of the settlement of Egton, further reinforced by the 30mph speed limit sign which is located close to the driveway of Abbotsford.
- 7.14 The policy requires new housing sites to have satisfactory access to the existing public highway. They must be of a scale that is appropriate to the size and function of the settlement. Egton is identified as a larger village in the settlement hierarchy and therefore development of this scale would naturally be more appropriate in a village of this size with this number of facilities than smaller villages. The housing element makes use of an existing brownfield site and also provides additional elements of the car park and the industrial units thereby constituting a comprehensively sustainable proposal. The policy requires that development proposals must be well related to the form and grain of the existing surrounding residential development and should make efficient use of the available space. The housing element of the proposal makes full use of an existing brownfield site and follows the predominantly linear form of the village. This means allowing scope for the full capacity of the site to be developed in future if the initial proposal is for just part of the site.
- 7.15 The Local Plan acknowledges that suitable small sites may not always be a gap within a continuously built-up frontage, but they will always fit in with the existing pattern of the settlement. The proposal is consistent with this principle. In addition it does not

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allow consolidation of sporadic outlying development or allow villages to expand into open countryside.

- 7.16 The Local Plan supporting text also indicates that where settlements contain a number of built-up areas it is intended that the housing policies will apply solely to the central main built-up part of the settlement. The built form of Egton (excluding Egton Bridge) is contained in a single main cluster based on the junction, stretching, predominantly north south in linear form and includes the application site.
- 7.17 Local Plan support the provision of a range of types of housing. The application is for principal residence dwellings which is consistent with the plan's policies and although it is made in outline the indicative layout shows how semi-detached and detached 3-bedroom dwellings could be accommodated on the site, which is consistent with the Local Plan's aim of providing dwellings for smaller households.

NPPF July 2021

- 7.18 Paragraph 11 of the framework confirms its objective of achieving sustainable development and that decisions on planning applications that accords with the Development Plan should be approved without delay.
- 7.19 The proposed development is in conformity with this part of the revised NPPF. The application, as demonstrated in the previous section, confirms that the scheme would contribute to achieving sustainable development (it provides social and economic benefits) and is in conformity with the Development Plan. Paragraph 47 confirms that applications for planning permission must be made in accordance with the Development Plan unless material considerations indicate otherwise. It also requires the planning authority to approve development that accords with the Development Plan without delay. The proposed development is in conformity with this part of the revised NPPF. The application, as demonstrated in the previous section, is in conformity with the Development Plan.
- 7.20 Paragraphs 60-80 of the framework set out the Government's intention to boost housing supply. Housing should be considered in the context of the presumption in favour of sustainable development. The planning authority should positively seek opportunities to meet the development needs of their area, and development in rural areas to help enhance or maintain the vitality of rural areas. The proposed development is in conformity with this part of the revised NPPF and the proposal will contribute to the local supply of housing.
- 7.21 Paragraphs 81-85 of the framework indicate that planning decisions should help create the conditions in which business can invest , expand, and adapt. The application proposes mixed industrial units in a village identified as a Larger Village in the settlement hierarchy and provides the opportunity for job creation and a better balance between jobs and housing in the village. The proposal is consistent with paragraph 84 of the framework which supports the sustainable expansion and growth of all types of business in rural areas and paragraph 85 which recognises that sites to meet local business needs may be found adjacent or beyond existing settlements. The proposed industrial units are located immediately adjacent to existing commercial units in the main built-up part of the village. Units in this location would not have an

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unacceptable impact upon local roads (there is easy access to the A174 Whitby to Teesside Road) from this end of the village.

- 7.22 Paragraphs 104-111 seek to ensure movement is minimised and sustainable transport modes maximised. Parking should take account of accessibility, type and mix of development, opportunity for public transport and local car ownership levels. Proposals should not have an unacceptable impact on highway safety. The proposed development is in conformity with this part of the revised NPPF. The site is located within walking distance of a range of services and facilities. It is also close to public transport facilities.
- 7.23 Paragraphs 119-126 seek to ensure the efficient use of land and appropriate densities. The proposed development is in conformity with this part of the revised NPPF. The scheme's density reflects the area's prevailing character and setting, which is characterised by linear frontage development or a single plot depth. The housing element also makes use of a brownfield site. The above demonstrates that the scheme is in conformity with the Development Plan. The Local Plan supports small scale principal residence housing in Larger Villages which includes Egton. The scheme will provide social and economic benefits including adding to the housing stock providing appropriate and accessible development, which will help meet the Park's need for principal residence housing and once built, the new residents will help to support the function and vitality of Egton and its services and facilities.
- 7.24 The proposal will not result in significant environmental impacts or the loss of important ecosystems or natural capital. It provides scope for a net gain in biodiversity through conditioning any consent to require new boundary planting to use native species, and installation of bird and bat roost boxes.
- 7.25 Due to the benefits derived from the proposed development, and the lack of any adverse impacts that would significantly and demonstrably outweigh the benefits of the scheme when assessed against the Development Plan Policy and relevant material considerations, including the revised NPPF as a whole, the scheme can be considered sustainable development.

8 Conclusion

- 8.1 In conclusion, this application is considered to be in general, accordance with the Development Plan, as required by Section 38(6) of the Planning Act (2004) (The Act). The Adopted NYMNPA Local Plan includes Strategic Policy B and Development Management Policy CO7, which allows for Principal Residence housing in 'Larger Villages', which Egton is classified as.
- 8.2 The application in its entirety is consistent with the policies of the NYMNPA Local Plan and the NPPF Revised in July 2021. The application should therefore be permitted for the following reasons:
- The proposed housing element comprises principal residence housing, for small units, on a brown field site within a village identified as a Larger Village in the Local Plan settlement hierarchy
 - The pattern and form of the proposed housing is consistent with the linear pattern of development prevailing in the village, makes use of a brown field site between

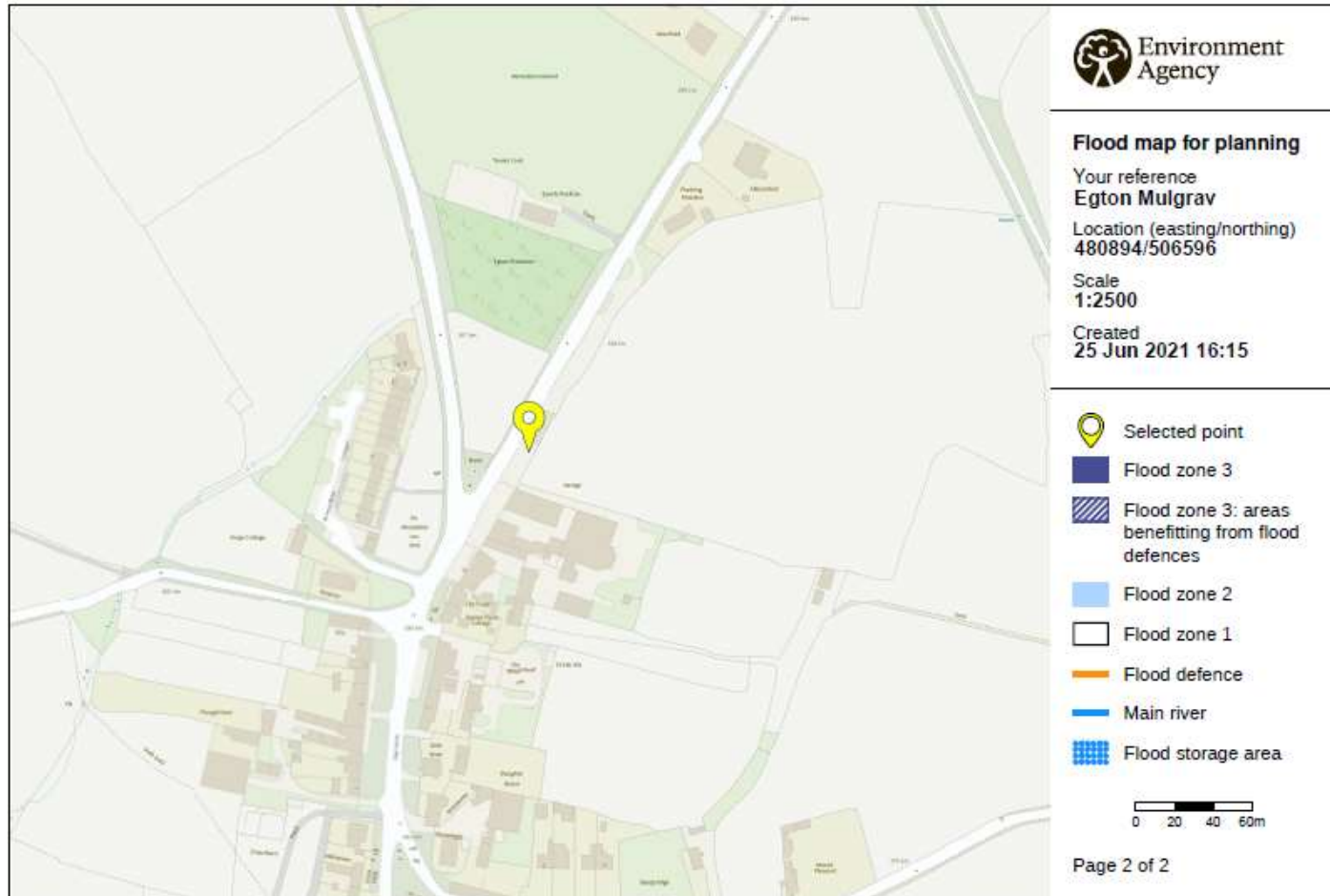
existing development (the garage and the two dwellings known as Abbotsford and Flushing Meadow)

- The proposed housing is immediately adjacent to local facilities such as the recreation ground, pavilion, the garage, workshops, and two public houses, which can be easily and readily accessed on foot using safe footway connections.
- The application provides for a relocated village carpark with expanded capacity which can accommodate cars that are regularly parked at the garage site, in the highway or on verges.
- The implications of removing the visual clutter of existing car parking from a visually prominent location has benefits for heritage in terms of the character and appearance of the Conservation Area.
- The car park element of the proposal provides safe crossing and footway access from the car park to village facilities for pedestrians
- The car park can be used by both visitors and local people.
- The mixed industrial units provide opportunities for existing local businesses to expand and for new businesses to start up
- The industrial units will create jobs which may be suitable for local people who will be able to access employment sustainably without the need to use the private car.
- The industrial units provide the opportunity to broaden the economic base of the village
- There are no significant landscape, nature conservation or cultural heritage impacts.
- There are no new highway accesses created
- The Egton Show can continue in the agricultural field
- The proposal provides for agricultural access to the field
- The proposal provides for economic, social, and environmental benefits through the provision of new housing and jobs for local people together with an environmental enhancement of the Conservation Area through the removal of large areas of car parking to a more discreet location

8.2 With the above in mind, and taking into account the potential social, environmental, and economic benefits derived from the scheme, it is considered to constitute sustainable development as described by the Development Plan, and the emerging Local Plan and the NPPF.

8.3 There are no other relevant material considerations that would individually or collectively indicate the application should not be approved indeed there is an extant permission on the site for the development proposed save for the difference in occupancy – formerly local occupancy and now Principal Residence. Furthermore, in applying the planning balance, the scheme derives a number of benefits with no adverse impacts that would significantly and demonstrably outweigh the benefits. Therefore, and in accordance with the NPPF, the planning application should be permitted without undue delay.

Appendix 1 – Environment Agency Flood Risk Map



Appendix 2: Public Rights of Way

25-June-2021



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Appendix 3 – Site Photos



View from south-western corner of application site, adjacent the highway, looking north across the layby

Construction of 9 no dwellings, new village car park and industrial units north and east of High Street, Egton



View from southwestern part of the site looking east along where the new access road and car park will be created (note field access)



View from southwestern corner of the site looking south towards village, with garage in foreground

Construction of 9 no dwellings, new village car park and industrial units north and east of High Street, Egton



View from southwestern corner of the site looking south-west towards village. New homes in background



View from southwestern corner of site looking west towards the memorial and woodland

Construction of 9 no dwellings, new village car park and industrial units north and east of High Street, Egton



View west from the southwestern corner of the site



View from southwestern corner of site looking directly west across community space towards new housing

Construction of 9 no dwellings, new village car park and industrial units north and east of High Street, Egton



Southern end of the existing layby looking east



Southern end of layby looking north

Construction of 9 no dwellings, new village car park and industrial units north and east of High Street, Egton



Eastern boundary of layby looking east



Construction of 9 no dwellings, new village car park and industrial units north and east of High Street, Egton



View from proposed housing site (northern end of the layby) looking west



View west from layby looking towards recreation area

Construction of 9 no dwellings, new village car park and industrial units north and east of High Street, Egton



Northern entrance to the layby looking north



Northern entrance to layby looking south

Construction of 9 no dwellings, new village car park and industrial units north and east of High Street, Egton



View from layby looking north towards Flushing Meadow



View from northern end of layby looking south

Construction of 9 no dwellings, new village car park and industrial units north and east of High Street, Egton



Southern end of layby looking back to village

Construction of 9 no dwellings, new village car park and industrial units north and east of High Street, Egton



View from southern end of layby looking south

Construction of 9 no dwellings, new village car park and industrial units north and east of High Street, Egton

