

From:
To: [Planning](#)
Subject: RE: NYM/2022/0470
Date: 13 April 2023 13:56:33

Good afternoon

The next meeting is 25th so comments will be sent the day after this if that is ok.

Kind Regards

CA Harrison – Clerk to Egton Parish Council

**NORTH YORKSHIRE COUNTY COUNCIL
BUSINESS and ENVIRONMENTAL SERVICES**



**LOCAL HIGHWAY AUTHORITY
CONSIDERATIONS and RECOMMENDATION**

Application No:	NYM22/0470/FL
Proposed Development:	Application for construction of 1 no. principal residence dwelling with associated amenity space, parking and access (revised scheme following refusal of NYM/2021/1005/FL)
Location:	land rear of Cross Farm Buildings, High Street, Egton
Applicant:	The Mulgrave Estate

CH Ref:		Case Officer:	Ged Lyth
Area Ref:	4/32/260B	Tel:	
County Road No:		E-mail:	

To:	North York Moors National Park Authority The Old Vicarage Bondgate Helmsley YO62 5BP	Date:	20 March 2023
FAO:	Hilary Saunders	Copies to:	

Note to the Planning Officer:

In assessing the submitted proposals and reaching its recommendation the Local Highway Authority (LHA) has taken into account the following matters:

The highway comments on previous applications recommended that a speed survey was carried out to determine the 85th percentile speeds of traffic.

The current application documents include speed survey results which have now taken place and the results can be used to calculate the visibility required by drivers leaving the proposed access point. The results of this survey show 20mph approach speeds from the eastern direction. The design standard used for the visibility requirement is Manual for Streets and at this speed, the distance required equates to 25 metres.

The wording used in the most recent documents refer to a one-way system. To avoid confusion, it should be noted that despite the narrow width of the existing carriageway, there are no one-way traffic orders in place in this vicinity.

It should also be noted that the traffic calming proposals shown in the latest proposals have not been prepared in consultation with the LHA. The LHA have concerns about these proposals but there is insufficient information included for the LHA to state whether these would be appropriate or would be approved or would have the desired effect of slowing vehicles down. A brief list of some of the lack of information is:

- roadmarkings showing where vehicles would give way to oncoming traffic are not shown and whether the road is wide enough at this location;

**LOCAL HIGHWAY AUTHORITY
CONSIDERATIONS and RECOMMENDATION**



Continuation sheet:

NYM22/0470/FL

Application No:

- whether drivers travelling through the proposed priority system have sufficient forward visibility to see oncoming vehicles.
- additionally, the carriageway minimum width should be 3.25m, not 3.2m.

Consequently, the Local Highway Authority recommends that Planning Permission is **REFUSED** for the following reasons:

R2 VISIBILITY AT ACCESS

The Planning Authority considers that clear visibility of 25 metres cannot be achieved along the public highway in a south westerly direction from a point 2 metres from the carriageway edge measured down the centre line of the access and consequently traffic generated by the proposed development would be likely to create conditions prejudicial to highway safety

<p>Signed:</p> <p style="text-align: center;"><i>Ged Lyth</i></p> <p><i>For Corporate Director for Business and Environmental Services</i></p>	<p>Issued by: Whitby Highways Office Discovery Way Whitby North Yorkshire YO22 4PZ</p> <p>e-mail:</p>
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From:
To: [Planning](#)
Subject: RE: NYM/2022/0470
Date: 23 March 2023 13:24:47

Good afternoon

The Parish Council strongly object to the proposed changes to the road layout adjacent to Cross Farm buildings.

The proposed changes are completely unnecessary, and quite out of proportion, simply to facilitate the building of one dwelling. The access to the proposed site would still be dangerous, even with the proposed changes.

A priority system would simply not work. It is not possible to see around the bend. Additional road furniture and signage, and making the road narrower is not appropriate within the conservation area. Narrowing the road would be dangerous. As well as car traffic, there are also large vehicles that use the road such as tractors towing large farm machinery. There are also occasionally large lorries that come through the village, making deliveries but also transporting livestock.

The proposal also states "the narrower carriageway width plus the sign poles would reinforce the one way working arrangement that presently exists...". The road is not one way, it never has been - it is a two way road. The Parish Council strongly objects to any proposals to introduce a one way system around Cross Farm. Again, this is in the conservation area. If the road system was one way, traffic would go around the bend even faster, as drivers could assume that there would be no traffic coming towards them. This increase in speed would increase the risk of dangers for pedestrians, cyclists, horse riders and other road users. It would also impact the tranquility of the centre of the village.

This proposal therefore is not compliant with Policy CO2 - Highways. The proposed changes would not be of a scale without detriment to the road network. The changes, and increased amounts of street furniture would not be sensitive to the character, heritage and built form of the centre of the village, within the conservation area.

Kind Regards

CA Harrison – Clerk to Egton Parish Council

From:

To: [Planning](#)

Subject: Comments on NYM/2022/0470 - Case Officer Mrs Hilary Saunders - Received from Building Conservation at The Old Vicarage, Bondgate, Helmsley, York, YO62 5BP,

Date: 17 March 2023 10:26:48

No Objection

The proposal affects land in the Egton Conservation Area. Therefore, this application has been determined in accordance with Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990. Chapter 16 of the NPPF paragraphs 189, 194 and 195, as well as, Policy ENV11 of the North York Moors Nation Park Authority Local Plan July 2020.

The new proposal is a significant improvement on the last, the roof is now pantile, and the dwelling has been reduced down to one storey.

Only one thing, it is unclear where the new timber fencing will go and if they are proposing any new stone walls for the boundary treatments (the applications states stone walls will be retained).

ALR

Comments made by Building Conservation of The Old Vicarage

Bondgate

Helmsley

York

YO62 5BP

Preferred Method of Contact is: Post

Comment Type is Comment

Letter ID: 602895

From:
To:
Cc: [Planning](#)
Subject: NYM/2022/0470 land rear of Cross Farm Buildings, High Street, Egton
Date: 16 March 2023 17:03:19

Hi Hilary,

I have review the BNG Calculation and Report by MAB Ecology. The trading rules in the submitted BNG calculation have not been met, and no explanation for this has been provided in the supporting text. I also note that the proposal involves creation of “moderate” quality traditional orchard habitat, but from looking at the condition assessment sheets, I’m not sure how this habitat condition can be met following the management measures detailed in the supporting document. Please could we have clarification on this? I’m happy to talk to MAB if needed.

Best wishes,

Zara Hanshaw ACIEEM
Assistant Ecologist
[\(she/her\)](#)

North York Moors National Park Authority
The Old Vicarage, Bondgate, Helmsley, York, YO62 5BP

From:
To: [Planning](#)
Subject: RE: NYM/2022/0470
Date: 07 March 2023 15:47:41

Good afternoon

The next meeting is 21 March, comments will be sent 22 March if that is ok.

Kind Regards

CA Harrison – Clerk to Egton Parish Council

From:
To: [Planning](#)
Subject: Land rear of Cross Farm Buildings, High Street, Egton - construction of 1 no. principal residence dwelling etc.
NYM/2022/0470
Date: 07 March 2023 10:03:49

FAO Mrs Hilary Saunders

Land rear of Cross Farm Buildings, High Street, Egton - construction of 1 no. principal residence dwelling etc. NYM/2022/0470

I refer to your e-mail of the 7th March 2023 in respect of the above application. I hereby confirm that I have no objections to the proposals on housing or environmental health grounds.

Thanks

Steve

Steve Reynolds DipAc, DipEH, BSc, DMS, MSc(ENG), MCIEH, CEnvH, CMIWM
Residential Regulation Manager
Scarborough Borough Council

NYM/2022/0470

Further to comments previously submitted, the Parish Council have the following additional comments. The Parish Council still consider that the application should be refused.

The applicant has submitted 3 Statements Of Truth relating the use of the private roadway that runs between Egton High Street and the proposed site. The 3 statements essentially provide the opinion that the road, or more accurately trackway, has been in constant use. Councillors have consulted residents in the village to seek views, and have also noted further objections published in the NYMPA website.

The Parish Council consider that access to the land that is proposed to be developed, has always been via the main entrance trackway to the Egton Slaughter House. The Parish Council is aware of previous planning restrictions dating back to 1980 relating to the change of use of Cross Farm Barn to light industrial use. The trackway was only to be used as an emergency exit, and should have been gated. The fact that the Mulgrave Estate has not complied with the conditions from that time are irrelevant, as they are still extant. The Parish Council is aware that the trackway, in contravention of the 1980 planning condition, has been used from time to time by the various users of Cross Farm Buildings. The Parish Council view is that over at least the last 40 years (and probably before) the trackway has been used very infrequently and never as the main access to the land behind Cross Farm Buildings. The claim that the trackway has been in continual uninterrupted use contradicts this.

The Egton Slaughter House is currently being developed separately by Towbar Express. Therefore the previous main entrance to the land behind Cross Farm Buildings is no longer available. In other submissions the use of the trackway has been contested. This evidence is provided by residents of Egton who have lived in the village for many years. The statements of truth submitted by the applicant relate to views from others who have never lived in Egton and can only have a limited awareness of how the trackway has been used.

The Parish Council is particularly concerned about the potential use of the proposed land for a residential dwelling. Vehicles using the trackway to access Egton High Street on a daily basis is a very different proposition to very infrequent use of the trackway over the last 40 years. As mentioned elsewhere, deliveries to the Lickerish Gin Distillery used to take place on the road, resulting in blocking the road for up to 20 minutes at a time. Access to the trackway is also very tight and could also cause further traffic issues should delivery vans, who are on a tight schedule, park on the road (Amazon, Sainsburys etc).

As stated previously, the access in and out of the trackway is dangerous. It is only 14m from a blind bend. In order to see if anyone is coming, a driver coming out of the trackway and onto Egton High Street, would need to strain to look behind and over their left shoulder to see if there is any traffic coming. In the split second that they looked back at the road to manoeuvre, a vehicle, or a cyclist, could come around the corner. If someone chose to reverse out of the trackway, the level of risk of a collision is even higher. Egton, and the National Park generally, is very popular with cyclists, including regular cyclists who live in the area and touring cyclists in the summer months. There are also a number of mass participation events that come through Egton, such as the Coast to Coast and Moor and Coast Sportives. Changing the use of the trackway to a residential access road would create a significant risk to cyclists who do not know the road layout. Horses are also regularly ridden through Egton. NYMPA should ensure that the road network within the National Park is safe for all road users.

The Parish Council note that Highways have placed a condition prior to any approval, that a traffic survey should be undertaken. This would need to demonstrate that 85% of traffic coming from Grosmont is travelling at less than 14mph. As far as the Parish Council is aware, a traffic survey has not taken place. Should a survey be undertaken, the Parish Council's view is that this needs to take place during the school summer holidays. This is the busiest time of the year with tourists

driving to and from the NY Moors Railway in Grosmont. Given that the majority of tourists will not have any prior knowledge of the road layout, this is when the risk of a collision is greatest.

The Parish Council is of the view that, in line with Condition 5 of the 1980 planning decision, the trackway should be properly gated and no longer used as an entrance to the land behind Cross Farm Buildings. It should only be used as an emergency exit.

For the above reasons, the Parish Council opinion is that this planning application should be refused.

From:
To: [Planning](#)
Subject: RE: NYM/2022/0470
Date: 05 August 2022 14:11:28
Attachments: [image001.png](#)

Good afternoon

The next meeting is 6 September. We can send comments just after this if that is ok.

Kind Regards

CA Harrison – Clerk to Egton Parish Council

**NORTH YORKSHIRE COUNTY COUNCIL
BUSINESS and ENVIRONMENTAL SERVICES**



**LOCAL HIGHWAY AUTHORITY
CONSIDERATIONS and RECOMMENDATION**

Application No: **NYM22/0470**

Proposed Development: Application for construction of 1 no. principal residence dwelling with associated amenity space, parking and access (revised scheme Following refusal of NYM/2021/1005/FL) at land rear

Location: Cross Farm Buildings, High Street, Egton

Applicant: The Mulgrave Estate

CH Ref: **Case Officer:** Ged Lyth

Area Ref: 4/32/260B **Tel:**

County Road No: **E-mail:**

To: North York Moors National Park Authority
The Old Vicarage
Bondgate
Helmsley
YO62 5BP **Date:** 21 July 2022

FAO: Hilary Saunders **Copies to:**

Note to the Planning Officer:

In assessing the submitted proposals and reaching its recommendation the Local Highway Authority has taken into account the following matters:

The information supplied with this application does not alter the views of the LHA that were given in the previous recommendation for the application NYM21/1005/FL dated 4/2/22. The information does not address any discharge of the condition stating the access should be for emergency use only and it does not provide any evidence of a speed survey with speeds low enough to say the visibility is adequate.

A copy of the previous recommendation is included below:

Note to the Planning Officer:

The Local Highway Authority (LHA) has received further information since the issue of the recommendation dated 7/1/22

The earlier recommendation was done on the assumption that the access was already in use and was not expected to be any significant increase from the current use. A 1980 application was conditioned that this should be an emergency access and gated access only?

The visibility at this access has been assessed at 2m by 16 metres and a typical speed for vehicles approaching from the Grosmont direction has been estimated by the LHA at 15mph. The required vision splay for this speed is 2 metres by 17 metres. This vision splay cannot be easily improved because of the existing building but an approach speed of 14mph would meet the criteria.

**LOCAL HIGHWAY AUTHORITY
CONSIDERATIONS and RECOMMENDATION**



Continuation sheet:

NYM22/0470

Application No:

It is thus recommended that a speed survey is carried out to assess the actual approaching speed of vehicles from the Grosmont direction and if the 85th percentile speed does not meet the Manual for Street criteria of 14mph, the LHA recommendation is that the development should be denied.

Signed:

Ged Lyth

For Corporate Director for Business and Environmental Services

Issued by:

Whitby Highways Office
Discovery Way
Whitby
North Yorkshire
YO22 4PZ

e-mail:

From:
To: [Planning](#)
Subject: RE: NYM/2022/0470
Date: 21 July 2022 10:16:15
Attachments: [image001.png](#)

Good morning

The council would recommend refusal on this application and had the following observations

- Whilst the design is an improvement on the previous application, it does still seem incongruous in the context of the form and design of Egton buildings
- It is in the conservation area, and so things such as the roof windows are out of place.
- Even with the plan being amended, the building is still very close to the Towbar Express stone buildings, which means light for both buildings will be compromised.
- This will impact Towbar Express from maximising the future conversion of barns into office space, which would generate more employment in the village.
- The Council notes the comments from building conservation concerning the form of the building and rear elevation roof lights
- With regard to access, Policy CO2 Highways (p113 of the Local Plan) is relevant. New development will only be permitted if, inter alia: it is of a scale which the adjacent road network has the capacity to serve without detriment to highway safety. For the following reasons the Council argues that the application is not in line with Policy CO2.
- The supporting documentation states that the access track has been in continual use by the tenants of Cross Farm Buildings and the owners of the land.
- They say a formal Statement of Truth can be supplied to that effect.
- The Parish Council would argue that the track has not been in continual use. Periodic use for agricultural purposes is not the same as access to a permanent residence.
- It was previously only used in emergencies and the main access used to be via the entrance to the abattoir, now owned by Towbar Express
- The access is dangerous as it meets the adopted public road 14 metres from a blind corner.
- It is impossible to ensure a safe exit without someone directing the driver that the road is clear.
- The angle at which the track meets the road is acute, meaning that the driver has to look behind their left shoulder as visibility is so restricted. (page 13 photo 1 of supporting document).
- If anyone attempted to reverse out of the track, this would be even more dangerous.
- Traffic coming from Grosmont cannot see if there is anyone pulling out from the track until they are on it - 14 metres to stop.
- Given that we have a lot of tourists driving through to get to NYMR at Grosmont, who do not know the roads, they would not be expecting such a junction.
- There are also many cyclists coming through the village and the access from the track would create a dangerous situation for cyclists.
- It is not clear what the application means in terms of parking for Cross Farm Buildings. Parking adjacent, meaning where exactly? It would be very dangerous if future owners of Cross Farm Buildings parked on the road close to the junction.
- In March 2022 a traffic survey was carried out, presumably by Mulgrave Estate, during which the road was closed for 3 days. This is not mentioned in the application.

- In any case, a more representative traffic survey should be carried out in the summer months when there is significantly more tourist traffic (to NYMR in Grosmont) and a large number of cyclists.
- In any event EPC consider that the application contravenes Policy CO2 as it would be a detriment to highway safety.

Kind Regards

CA Harrison – Clerk to Egton Parish Council

From:
To: [Planning](#)
Subject: Comments on NYM/2022/0470 - Case Officer Mrs Hilary Saunders - Received from Building Conservation at The Old Vicarage, Bondgate, Helmsley, York, YO62 5BP,
Date: 20 July 2022 17:03:14

Land rear of Cross Farm Buildings, High Street, Egton

NYM/2022/0470 – re-consult 20-7-22

Construction of 1 no. principal residence dwelling with associated amenity space, parking and access (revised scheme following refusal of NYM/2021/1005/FL)

Consultee response

Reviewing the amended plans, I welcome the applicants' revisions which incorporates a more rural approach with the twin trod, use of more vernacular hard surfacing materials, and omitted the roof lights. This creates a development which is more in-keeping with the agricultural nature of the surrounding historical built environment. However, I feel disappointed that the principal concern has not been revised, which was:

- Regarding the form of the proposed building, it seems that this is neither an agricultural building nor a house, it is more of a mix of the two. The previous scheme was an honest residential development. The current proposal creates an incongruous mix of two quite distinctive styles of building, to sit with the village-built environment, it needs to be either one or the other. I ask that the scheme be revised so to be in line with an agricultural barn type building, one without the sunroom projection. Gabled extensions are not a feature of agricultural buildings. The immediate surrounding buildings are liner barns, so to compliment these in form would be more appropriate and in keeping to have a single linear range. To compensate for lost internal living space, the applicant could consider extending the building (linear form) and incorporating a cart style opening on the front elevation (in place of the sunroom) would provide good light gain for the kitchen/dinner area at the north end. This option would also have the upshot of mitigating against too much light spill, when compared to the sunroom.

The revision of the form is fundamental to ensuring that the development follows the linear barn form, so to subtly blend in with the surrounding buildings. The projecting sunroom and all the incorporated glazing is too domestic and creates a building which has no agricultural identity, not to mention the impact on the dark night skies, which needs to be maintained and/or enhanced. Expanding further on dark skies, Local Plan (July 2020) Policy ENV4 – Dark Night Skies states “All development will be expected to minimise light spillage through good design and lighting management...” (page 64).

For this application to be successful and gain favourable approval, I require an amendment of the design/form, in a way that pays more homage to the nature of the settlement and not detract from its special qualities.

Please see previous comments for the conditions to be applied.

Comments made by Building Conservation of The Old Vicarage
Bondgate
Helmsley
York
YO62 5BP

Preferred Method of Contact is: Post

Comment Type is Comment
Letter ID: 591758

From:
To:
Cc: [Planning](#)
Subject: Further information required- NYM/2022/0470 land rear of Cross Farm Buildings, High Street, Egton
Date: 11 July 2022 12:01:40

Good morning Hilary,

I have reviewed the Biodiversity Net Gain Assessment. The calculation does not appear to show that any post development biodiversity gain has been achieved, in fact it appears to show that this development will actually result in a net loss in biodiversity. Additionally, the trading rules have not been satisfied, and details of the proposed condition of the enhanced/created habitats have not been provided. I note that bird and bat boxes have been recommended as well, but the location of these, and the suitability of the surrounding habitat to support these species (and therefore information to suggest the likelihood of them using the boxes) has not been provided. It is unlikely that the provision of these is sufficient to offset the current apparent 43.95% loss.

Although the implementation of formal 10% Biodiversity Net Gain is not scheduled until 2023, within the National Park, we already have policies to require that development does not cause a detrimental impact on our habitats and wildlife, in effect requiring 'no biodiversity net loss'.

These policies include;

- Strategic Policy A - Sustainable development means development which “maintains and enhances geodiversity and biodiversity through the conservation and enhancement of habitats and species”;
- Strategic Policy E - “The quality and diversity of the natural environment will be conserved and enhanced” and;
- Strategic Policy H - All development will be expected to; “Maximise opportunities to strengthen the integrity and resilience of habitats and species within the National Park and provide a net gain in biodiversity”

As the development is currently not calculated to result in no net loss of biodiversity, I recommend that further information is provided. The completed calculation could be submitted, as well as further discussion on the rationale behind the assessment. I would be happy to chat this through with the applicants ecologist if that is easiest.

Best wishes,

Zara Hanshaw ACIEEM
Assistant Ecologist
([she/her](#))

North York Moors National Park Authority
The Old Vicarage, Bondgate, Helmsley, York, YO62 5BP

From:
To: [Planning](#)
Subject: Comments on NYM/2022/0470 - Case Officer Mrs Hilary Saunders - Received from Building Conservation at The Old Vicarage, Bondgate, Helmsley, York, YO62 5BP, v
Date: 30 June 2022 15:14:18

Please see email sent to case officer.

Comments made by Building Conservation of The Old Vicarage
Bondgate
Helmsley
York
YO62 5BP

Preferred Method of Contact is: Post

Comment Type is Comment
Letter ID: 590395

Land rear of Cross Farm Buildings, High Street, Egton

NYM/2022/0470

Construction of 1 no. principal residence dwelling with associated amenity space, parking and access (revised scheme following refusal of NYM/2021/1005/FL)

Consultee response

Reviewing this application and the propped development (revised scheme), I have no objection in principle, as this scheme is more subtle than the previous. However, I do have the following comments:

- Regarding the form of the proposed building, it seems that this is neither an agricultural building nor a house, it is more of a mix of the two. The previous scheme was an honest residential development. The current proposal creates an incongruous mix of two quite distinctive styles of building, to sit with the village built environment, it needs to be either one or the other. I ask that the scheme be revised so to be in line with an agricultural barn type building, one without the sunroom projection. Gabled extensions are not a feature of agricultural buildings. The immediate surrounding buildings are liner barns, so to compliment these in form would be more appropriate and in keeping to have a single linear range. To compensate for lost internal living space, the applicant could consider extending the building (linear form) and incorporating a cart style opening on the front elevation (in place of the sunroom) would provide good light gain for the kitchen/dinner area at the north end. This option would also have the upshot of mitigating against too much light spill, when compared to the sunroom.
- The rear elevation roof lights, which face towards the Conservation Area seem unnecessary when windows would provide sufficient light and ventilation. Furthermore, omitting them would provide an unbroken roof scape, which is mirrored on all surrounding historic roof scapes in the area.
- The driveway is noted on the plans as being gravelled; I ask that the driveway be maintained as a twin trod as seen currently. This will maintain a simple, informal rural approach to the dwelling and not become overly domestic.
- Focusing on the hard standing surrounding the development, concrete block paving and pavers are an alien feature and should be avoided in favour of utilizing materials such as stone slabs/flags, whinstone setts and cobbles; all of which would visually enhance the setting of the area and reflect the historic character of the farm buildings associated with the development.

Notwithstanding the above comments, I have the following conditions to ensure the development is in-keeping with the surrounding Conservation Area:

- The roof of the development hereby permitted shall be clad with traditional, handmade, non-interlocking, non-pre-coloured natural red clay pantiles and shall be maintained in that condition in perpetuity unless otherwise agreed in writing with the Local Planning Authority.
- No work shall commence on the excavation works for the development hereby permitted until a one metre square freestanding panel of stonework showing the type of stone and stonework to be used in the construction of the development hereby permitted has been constructed on

site and approved in writing by the Local Planning Authority. All new stonework shall match that of the approved panel both in terms of the stone used and the coursing, jointing and mortar mix and finish exhibited in the panel unless otherwise agreed in writing by the Local Planning Authority. The stone panel constructed shall be retained on the development site until the development hereby approved has been completed.

- The proposed boundary wall is only to match the wall seen when entering the driveway, and the stones need to match in grain, geology, colour, height and coursework. And shall be maintained in that condition in perpetuity unless otherwise agreed in writing with the Local Planning Authority.
- No work shall commence on the installation of any doors/windows (including glazing) in the development hereby approved until detailed plans showing the constructional details of all window frames to be used in the development have been submitted to and approved in writing by the Local Planning Authority. Such plans should indicate, on a scale of not less than 1:20, the longitudinal and cross-sectional detailing including means of opening. The window/door frames shall be installed in accordance with the approved details and shall be maintained in that condition in perpetuity unless otherwise agreed in writing with the Local Planning Authority.
- The external face of the frames to all new windows/doors shall be set in a reveal of a minimum of 100mm from the front face of the adjacent walling and shall be maintained in that condition in perpetuity unless otherwise agreed in writing with the Local Planning Authority.
- Trickle vents shall not be incorporated into any new windows hereby approved and shall not be installed thereafter unless otherwise agreed in writing with the Local Planning Authority.
- No work shall commence to stain/paint the windows and doors in the development hereby approved until details of the paint colour/finish of the windows and doors has been submitted to and approved in writing by the Local Planning Authority. The work shall be completed in accordance with the approved details within six months of being installed and shall be maintained in that condition in perpetuity unless otherwise agreed in writing with the Local Planning Authority.
- All rainwater goods shall be black or in a colour to be agreed in writing by the Local Planning Authority and thereafter be so maintained in that condition in perpetuity unless otherwise agreed in writing.
- The guttering to the development hereby permitted shall be directly fixed to the stonework by means of gutter spikes with no fascia boarding being utilised in the development and shall thereafter be so maintained in that condition in perpetuity unless otherwise agreed in writing with the Local Planning Authority.
- All pipework/cabling and other services related to the internal accommodation is to be located internally unless agreed in writing with the Local Planning Authority.
- Should roof lights be acceptable, no work shall commence on the installation of any roof lights in the development hereby approved until full details of the proposed roof lights have been submitted to and approved in writing by the Local Planning Authority. The roof lights shall be conservation style roof lights and shall be installed in accordance with the approved details and maintained in that condition in perpetuity unless otherwise agreed in writing with the Local Planning Authority.

From: C A Harrison
Sent: 24 June 2022 20:51
To: Planning
Subject: RE: NYM/2022/0470

The next meeting is 19 July, I will be able to send comments just after this if that is ok.

Kind Regards

CA Harrison – Clerk to Egton Parish Council

From: Steve Reynolds

Sent: 22 June 2022 15:31

To: Planning

Subject: Land rear of Cross Farm Buildings, High Street, Egton - Construction of 1 no. principal residence dwelling etc. NYM/2022/0470

FAO Mrs Hilary Saunders

Land rear of Cross Farm Buildings, High Street, Egton - Construction of 1 no. principal residence dwelling etc. NYM/2022/0470

I refer to your e-mail of the 22nd June 2022 in respect of the above application. I hereby confirm that I have no objections to the proposals on housing or environmental health grounds.

Thanks

Steve

Steve Reynolds DipAc, DipEH, BSc, DMS, MSc(ENG), MCIEH, CEnvH, CMIWM
Residential Regulation Manager
Scarborough Borough Council