
From: John Long
Sent: Wednesday, September 27, 2023 5:00 PM
To: Hilary Saunders
Subject: NYM/2023/0513 - East of Esk View Egton - Mulgrave response to comments

Good afternoon Hilary

Please find attached a response submitted on behalf of the Mulgrave Estate to comments raised by objectors to planning application NYM/2023/0513.

John Long

The logo for John Long Planning, featuring the text "john long planning." in a blue, italicized, sans-serif font. The first letter of "john" is lowercase and blue, while "long" and "planning." are in a darker blue. There is a small red dot above the 'i' in "planning."

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NYMNPA

27/09/2023

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Date: 27 September 2023
Your Ref: NYM/2023/513
Our Ref: 006/2020/022_job000089

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

Dear Sir/Madam

NYM/2023/513 - Full/Detailed planning application for 2 principal residence dwellings and retrospective consent for the retention of the installed access on 0.09 hectares of land to the east of 12 Esk View and South of the Grosmont Road, Egton

I am writing to you, on the Mulgrave Estate's behalf, to provide a response to certain comments raised by objectors to application NYM/2023/513 East of 12 Esk View, Egton.

Response to comments about the use of the existing access to access the field to the rear.

The Mulgrave Estate notes the comments about the use of the existing field gate (west of 1 Esk View) to access the agricultural field to the rear. However, as previously explained and accepted by the Planning Authority in considering the reserved matters application for the access (NYM/2020/913/RM), the existing field gate and access is narrow; visibility is limited and to enter and leave the access, agricultural vehicles have to cross to the opposite side of the carriageway, and for larger farm vehicles overrun the verge on the opposite side of the road. It also restricts the type of farm vehicles that can use this access. The new field access provides for better visibility and safer access and egress for use by the Estate's farm vehicles.

Response to comments about the design of the installed access

The construction of the installed access (subject of the retrospective element of the application) is in accordance with the previously approved access drawings referred to in consent NYM/2020/913/RM, other than the final section of tarmac surface and gate location (nb the kerbing is in accordance with the previously approved plans).

The access' siting/position/materials etc., have previously been accepted by the Planning Authority and the Highway Authority as the only location where the required visibility splays to serve the previously approved dwellings could be achieved (Delegated Report for Planning Consent NYM/2020/913) i.e. splays to provide clear visibility of 43 metres measured along both channel lines of the major road from a point measured 2 metres down the centre line of the access road. To achieve these splays the frontage hedgerow required removal.

The additional section of surfacing and gate relocation to the rear of the access will allow for cattle/sheep to be loaded onto a trailer/cattle truck directly from the main part of the field rather than being funneled onto an access road between the two proposed residential dwellings. It will enable tractors and trailers/cattle trucks to fully reverse off the main road to load/unload cattle/sheep direct from/into the main part of the field (with space for cattle/sheep handling equipment); will help to avoid disturbance to the residents of the proposed new dwellings caused by funneling cattle/sheep into a narrow area between the two properties, including avoiding potential for animals to enter into rear gardens; and to avoid soil compacting and mud being transferred onto the access road).

In response to suggestions/comments that each of the proposed properties should have its own individual access direct off the main road, this is not achievable because of the Highway Authority visibility splay requirements. Furthermore, the previous outline consent (NYM/2020/0324/OU) which established the principle of development of the site for residential dwellings, included a condition requested by the Highway Authority which required any gates to be erected a minimum distance of 6 metres back from the public highway in accordance with the

Specification for Housing and Industrial Estate Roads and Private Street Works" published by the Local Highway Authority. This would mean that to accommodate an individual access direct from the main road, the properties would need to be set back by around 14m+ to accommodate a 6m driveway in front and a turning head beyond the gate to enable cars to turn around and egress in forward gear. The properties would need to be sited to the very rear of the plots and therefore not on a similar building line to the properties on each side.

Response to comments about the loss of frontage hedgerow

The principle of the removal of the frontage hedgerow was previously accepted as a consequence of the approval of the reserved matters consent (NYM/2020/913/RM), in order to achieve the necessary visibility splays. The hedgerow loss will be more than adequately compensated in biodiversity terms through the implementation of the landscaping scheme, as evidenced in the updated Biodiversity Net Gain Assessment. This includes a new hedgerow to the front, side and rear of the properties. The proposed landscaping scheme will soften the impact of the access.

Response to comments about the size and height of the properties

The comments about the height of the properties have been noted, and revised elevations with a reduced ridge height have been submitted. In terms of size, the two proposed properties are designed to meet the requirement of Local Plan Policy CO7 – Housing in Larger Villages, which expects proposals within the main built up area of the village to meet the need for smaller dwellings. The scheme is considered to be in accordance with this Local Plan Policy, furthermore, it is on a site where the principle of development for 2 residential properties and an access road (including a field access) has previously been established.

I trust that you can take these comments into account as part of your consideration of the planning application. Please do contact me if you require any additional information.

Yours sincerely

John Long BA (hons) DipTP, MRTPI
Director