

Ref: 1352

18th March '13

North York Moors National Park
Planning Department
The Old Vicarage
Bondgate
Helmsley
YORK
YO62 5BP



Dear Mrs Saunders

Proposed Alterations and Extensions to Hackness Grange Hotel – Hotel Access
For: Mr. Roger Brooks

We had an interesting meeting on Thursday 7th March '13 at Hackness with Kay Aitchison from Highways to discuss the access to Hackness Grange.

The Highways Dept. viewpoint is still that the ideal situation would be to create a new access to the hotel from Broxa Lane and a proposal was put forward to form this access at the Hackness end of the hotel grounds, forming a route through the trees at the corner of the site nearest the river and upgrading an existing internal track to form a new approach through the car park. She preferred this to the earlier suggestion of forming a route to link up with the existing driveway as it had better sight lines and also felt that this could be a more economical solution.

1. We have examined this proposal but still feel that the changes to the hotel do not really justify such major works. The main drawbacks, we feel, are as follows:

a. The disruption of what is a very fine grouping of different tree varieties which form a stop end to the village and an introduction to the style of landscaping with its mixture of evergreens, deciduous trees and large shrubs which characterises Hackness Grange.

b. The proximity to the River Derwent. The suggested position for the access is very near the embankment along the river side adjoining the hotel and the area is the route of some of the major drainage both from the hotel itself but is also the collection point for drainage from the road and hillside above. We would prefer to avoid any possibility of disturbing this drainage which leads to a sluice on the river bank. This area is in a dip between the bankings and is itself liable to flooding.

c. The approach to the hotel would then be through the car park which, visually and practically, is not the best route.

d. The extended roadway plus associated drainage works which we do not know the extent of could make this economically unviable.

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2. We have looked again at the existing entrance and still feel that this established access should be the route into the hotel.

a. It is acknowledged that the existing entrance would not meet highways criteria for a brand new estate entrance but, the fact remains that it has been in existence in this position for circa 175 years, with no accident history. The existing access is a historical situation which has served as the access to Hackness Grange as a hotel for well over 50 years and as a private house before that. As such it is offered some protection by being within the curtilage of the Grange which is a Grade II Listed Building.

b. We are not aware of any past or current traffic problems related to the access and no accidents of any kind have been reported. The access is strikingly similar to the junction on the main road where the roads to Langdale End and Troutsdale split which also appears to function without major problems.

c. The current application is to convert the old swimming pool into a function room with maximum capacity of 120 persons which will, without doubt, increase the traffic on occasions when the function room is in use. This is not a new situation however, as, in the past, weddings and other functions have been held frequently in temporary marquees on the site without causing any difficulties whatsoever. Past events have included some real traffic generating events such as vintage car rallies which have passed with no difficulties..

d. One of the objections to the original application was that the gateposts proposed for the new entrance sign would further restrict visibility. This can be overcome by moving the gateposts further in to the site which, as the driveway slopes down and angles away from Broxa Lane would reduce the height of the pillar to below the banking – drawings Nos. 1352/ 59A, 60D and 61D have been revised to illustrate this.

As a result of moving the gateposts it would no longer be appropriate to combine the sign with the stone gateposts. The revised suggestion here is that a separate double sided sign which will be clear from both directions should be substituted – see drawings nos 1352/61D and 63A

e. One of the main restrictions on vision towards Langdale End is the undergrowth on the roadside along the hotel boundary which had been ill-maintained and allowed to run wild. As part of the overall programme to tidy up the landscaping around the hotel, this scrub has already been cut back and the sight line significantly improved. This means that vehicles leaving the site have better vision to the left and, perhaps more importantly, vehicles approaching from this side have an earlier view of the actual entrance – see attached photos ref 1352/64 and 65

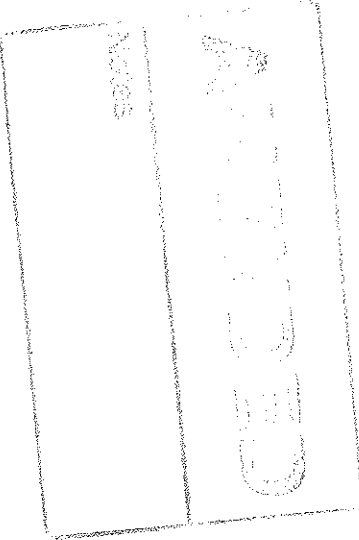
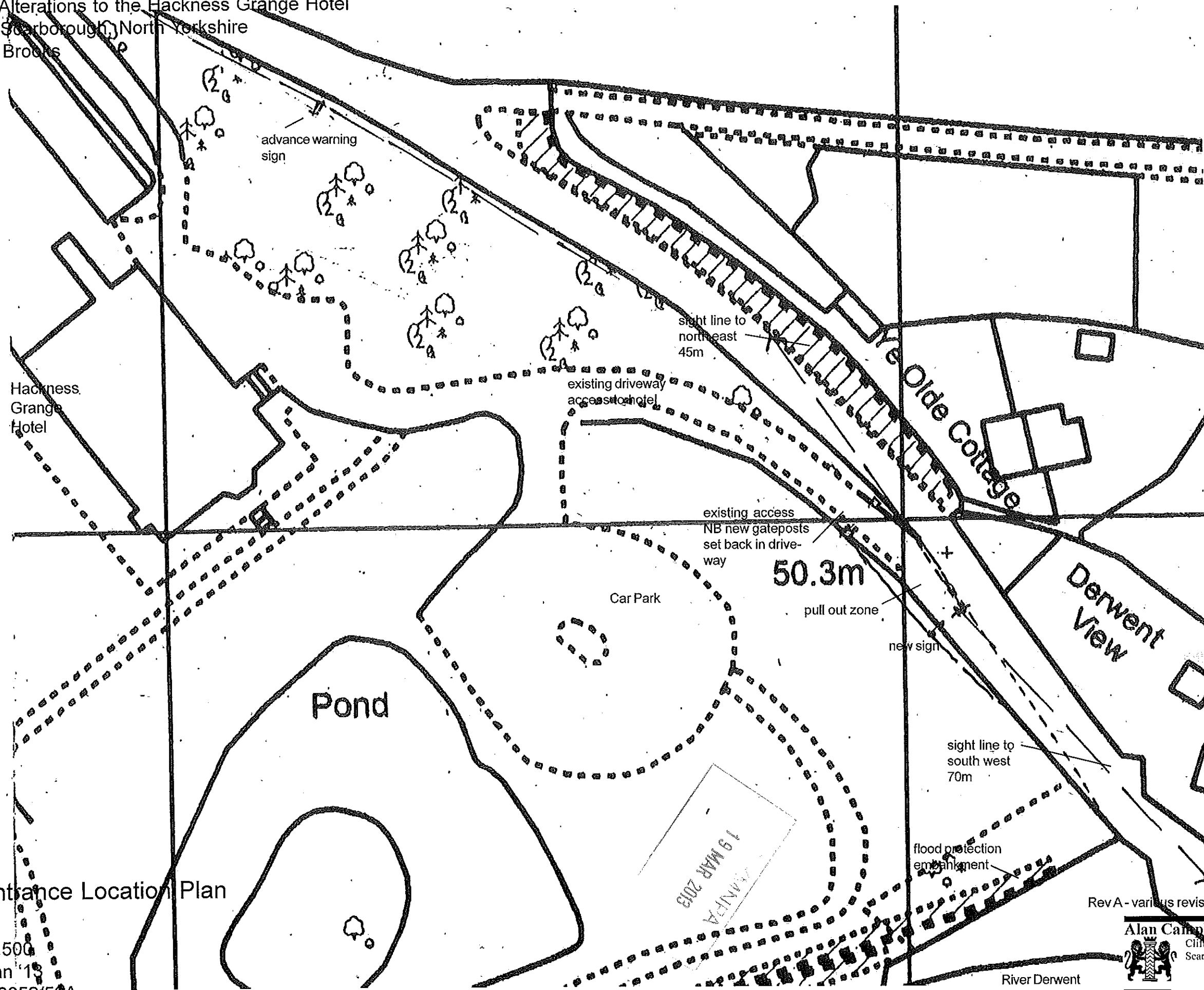
f. Vision to the south west (towards Hackness) is not a problem with sight lines of at least 70m towards the approach from the village but, it is agreed that the sight line to the north east is oblique and that 70m cannot be achieved.

However, it is the case that the percentile speed of vehicles approaching from this direction is much reduced and is reckoned to be in the region of 25mph due to the narrow road and previous corner. This suggests that a sight line of 45m would be adequate and, although oblique, the cutting back of undergrowth makes this possible.

g. Signage on the approaches to the hotel could be improved. We understand that there can be no early warning signs on the actual highway over and above the existing "slow" and bend warning signs, but, since the hotel owns all the ground on the southern side of Broxa Lane, advance warning signs of the hotel access could be placed at an appropriate point on the roadside by agreement with the Planning and Highways Departments.

h. Over and above the signage and warnings on the north west approach, road markings on the exit from the driveway would seem appropriate with the single and double white lines indicating "stop" that motorists are accustomed to.

Proposed Alterations to the Hackness Grange Hotel
 Hackness, Scarborough, North Yorkshire
 For: Mr. R. Brooks



Hotel Entrance Location Plan

scale 1:500
 date - Jan '13
 ref. 13352/59A

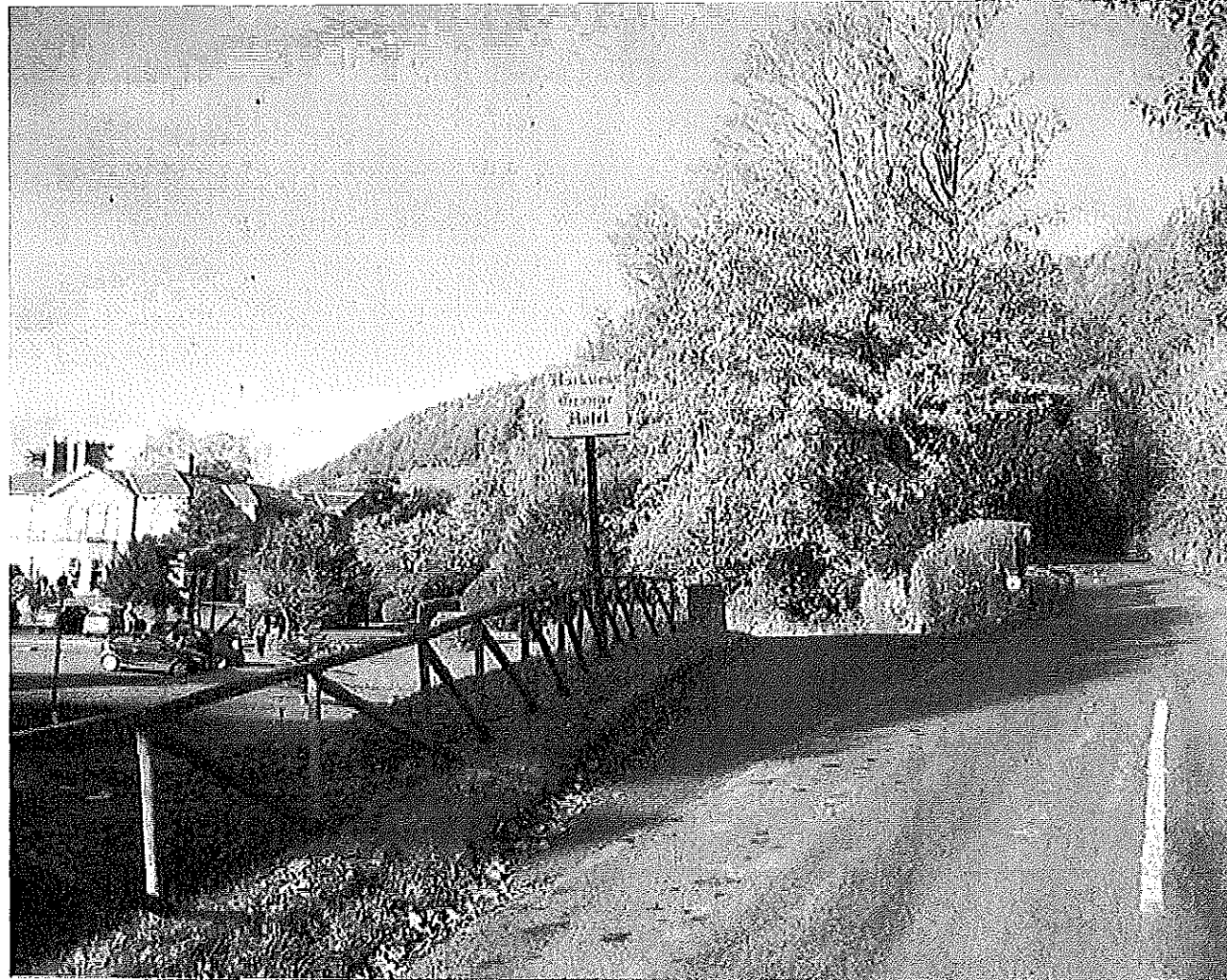
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 MANNING

Rev A - various revisions to access & sign 18-03-13

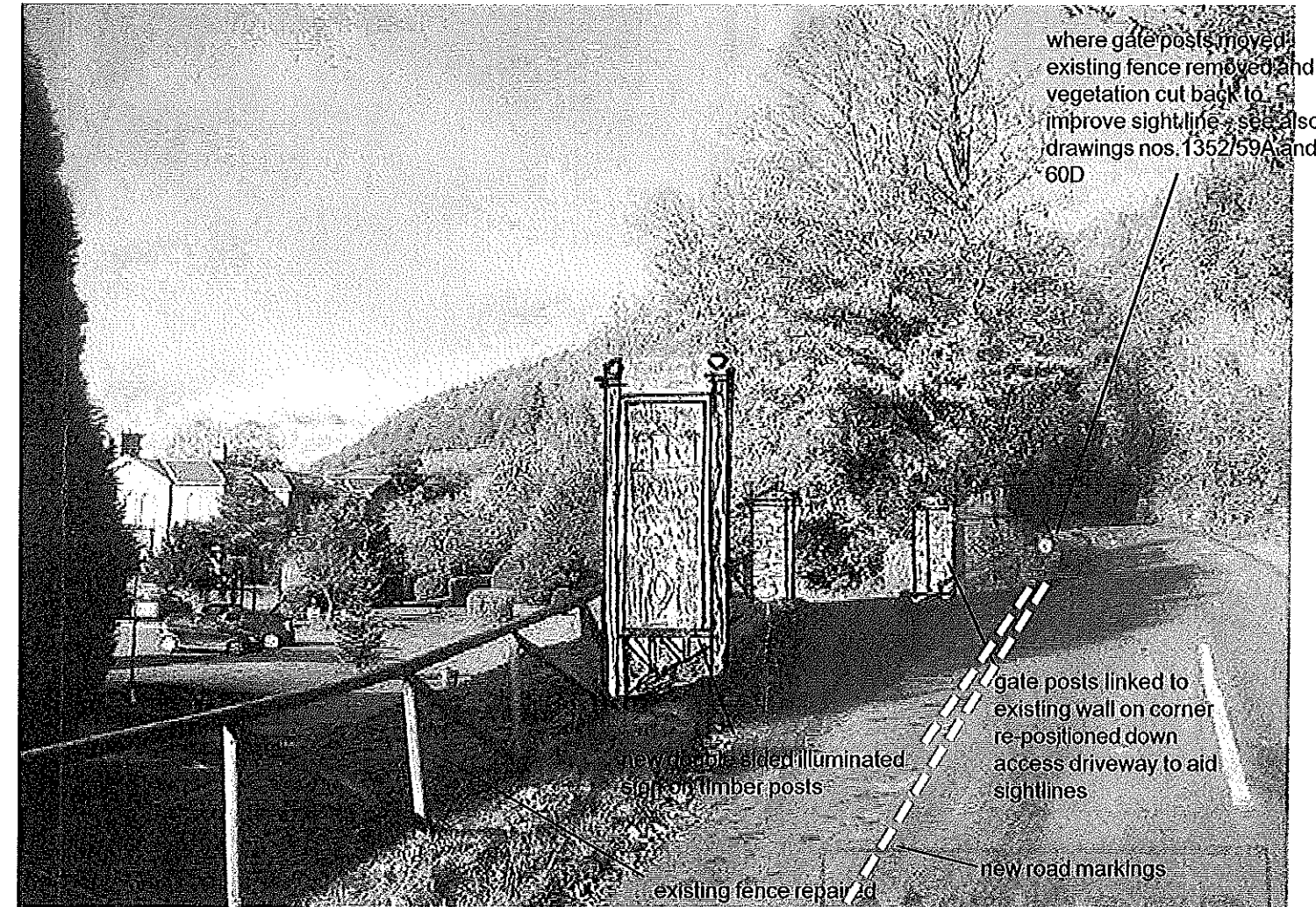
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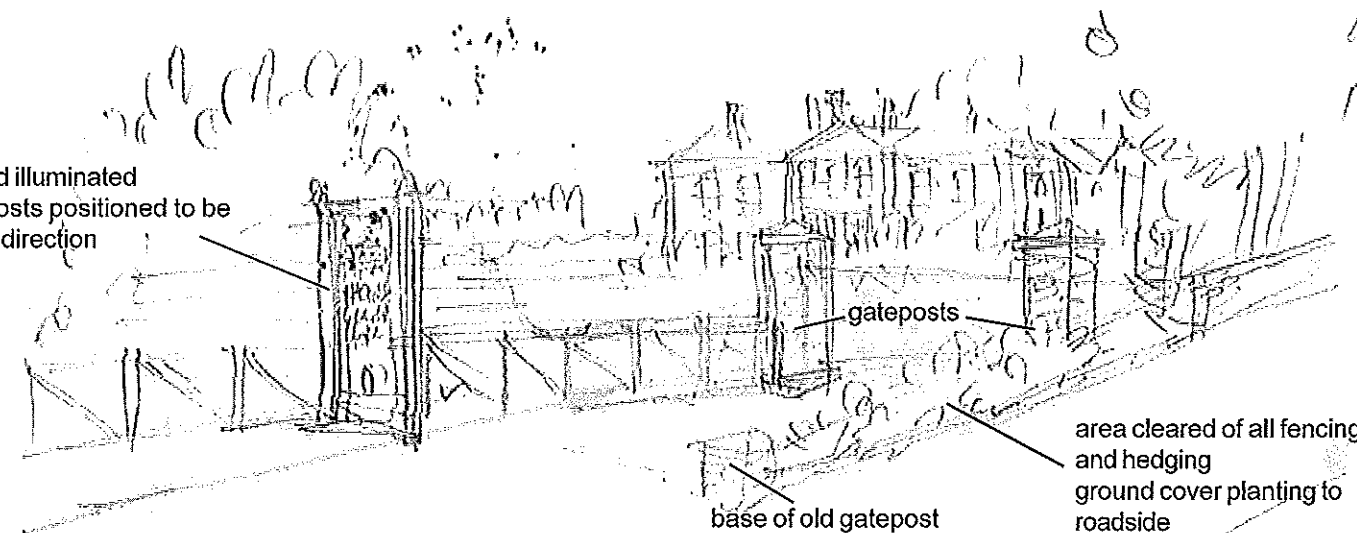
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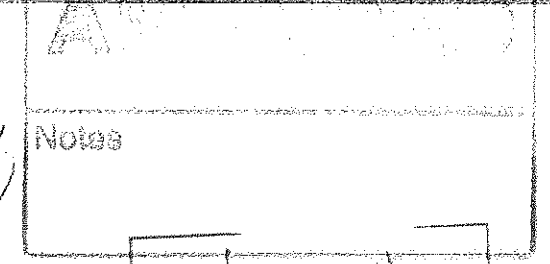
Entrance - as existing



Entrance - as Proposed



sketch from Broxa Lane



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- Rev A - minor revisions 30-10-12
- Rev B - flank walls revised 29-11-12
- Rev C - gate pillars repositioned 31-01-13
- Rev D - various revisions 18-03-13

Proposed Improvements to Existing Hotel Entrance - Revised

scale n.f.s.
 date - Jan '13
 ref. 13352/61D

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Hackness, Scarborough, North Yorkshire
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decorative
finials

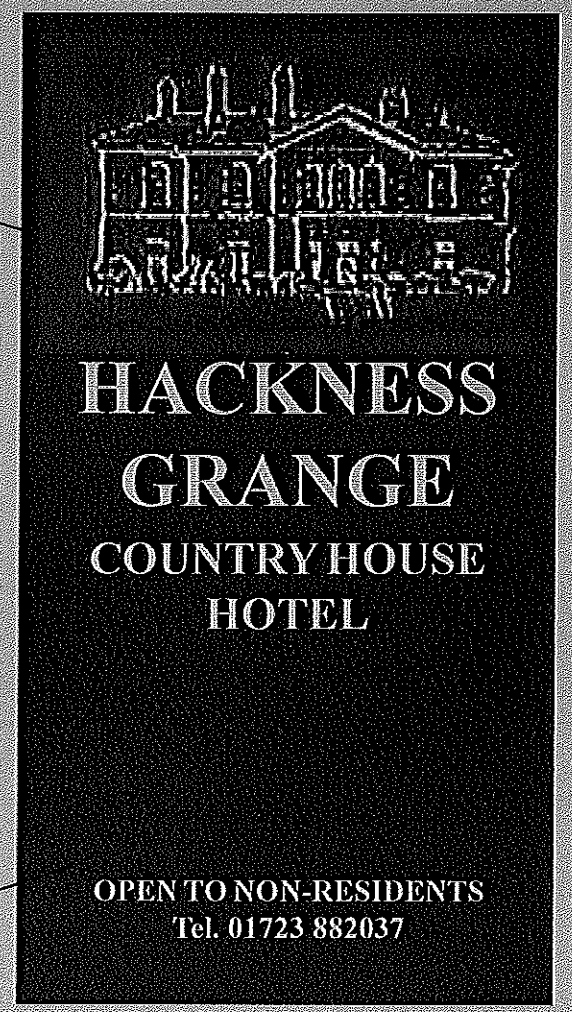
top rail to conceal LCD
lighting

double sided
sign - painted
on external
quality board in
75 x 50 painted
timber frame

ex 200 x 200
stained timber
posts

line of timber
fencing

Hackness
Grange sign in
green and gold



1800

1050

APPROVED
Notes

Proposed entrance sign

Rev A - sign revised on timber 18-03-13

scale 1:20
date - Feb '13
ref. 13352/63A

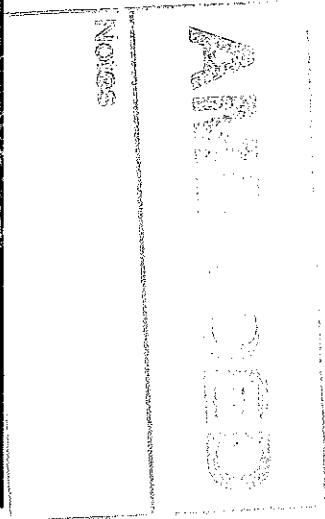


Proposed Alterations to the Hackness Grange Hotel
Hackness, Scarborough, North Yorkshire
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looking North West
from vehicle pull out
with hedging removed




Approach from
North West

Entrance Photos as Existing

scale n.t.s.
date - Feb '13
ref. 13352/64

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Proposed Alterations to the Hackness Grange Hotel
Hackness, Scarborough, North Yorkshire

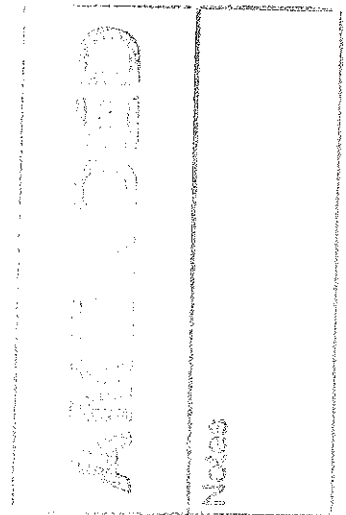
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approach from
Hackness



approach from
Langdale End



Entrance Photos as Existing 2.

scale n.t.s.
date - Feb '13
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