

North Yorkshire Council
Community Development Services
Skipton and Ripon Area Constituency Committee

3RD OCTOBER 2023

2022/24304/FUL - RECONFIGURATION OF SKIPTON RAILWAY STATION CAR PARK; RELOCATION OF THE EXISTING SUBSTATION WITHIN THE STATION CAR PARK; INCREASE IN PROVISION OF DISABLED PARKING SPACES AND ELECTRIC VEHICLE (EV) CHARGING BAYS; A NEW BUS STOP AND DROP OFF/COACH PARKING POINT; PROVISION OF A CYCLE AND PEDESTRIAN ACCESS FROM BROUGHTON ROAD INTO THE STATION CAR PARK AND FORMALISED TAXI PICK UP/DROP OFF LOCATION AND TAXI SHELTER; RECONFIGURATION OF THE EXISTING STAFF CAR PARK; REMOVAL OF 12 NO. TREES WITHIN THE STATION CAR PARK TO ACCOMMODATE RECONFIGURATION OF PARKING SPACES; PROVISION OF 19 NO. TREES WITHIN THE STATION CAR PARK WITH AN ADDITIONAL 17 NO. TREES WITHIN AIREVILLE PARK; REALIGNMENT OF THE PARTIALLY DEMOLISHED STONE WALL WITHIN THE WEST OF THE STATION CAR PARK; CONSTRUCTION OF 25M OF YORKSTONE WALL WITHIN THE EAST OF THE STATION CAR PARK; IMPROVEMENTS TO EXTERNAL VISITOR FACILITIES WITHIN THE STATION CAR PARK INCLUDING THE PROVISION OF A CYCLE SHELTER, SEATING, LIGHTING AROUND THE PERIMETER OF THE STATION CAR PARK AND A SAFE CROSSING POINT; RESURFACING OF BLACK WALK; BOUNDARY TREATMENT; LIVING PILLARS AND CONSTRUCTION OF STEPPED ACCESS TO MORRISON'S CAR PARK. AT SKIPTON RAILWAY STATION, BROUGHTON ROAD, SKIPTON, BD23 1RT, ON BEHALF OF NORTH YORKSHIRE COUNTY COUNCIL

Report of the Corporate Director – Community Development Services

1.0 PURPOSE OF THE REPORT

- 1.1 To determine a planning application for the reconfiguration of Skipton Railway Car Park with associated works.
- 1.2 To set out details of the proposal, a description of the site and its surroundings, a summary of planning policy and planning history, details of views expressed by consultees, a summary of the relevant planning issues

and a recommendation to assist the Committee in considering and determining this application for planning permission.

2.0 EXECUTIVE SUMMARY

RECOMMENDATION:

- 2.1 That planning permission be GRANTED subject to the conditions listed below;
- 2.2 The applicant seeks full planning permission for the reconfiguration of Skipton Railway Car Park and associated works.
- 2.3 The site is currently used by railway users and staff for the parking of vehicles with a taxi rank for approx. 5 taxis plus a drop-off area to the front of the station entrance. Surrounding the application site is a mixture of residential, commercial, and industrial uses.
- 2.4 Pre-application discussions commenced in December 2020. Two phases of public consultation were undertaken between 24th February and 24th March 2021 and again between 18th October and 12th November 2021. Feedback from stakeholder consultation was also incorporated into the design process.
- 2.5 The application is brought to the Area Planning Committee as the application is a Council application.

3.0 PRELIMINARY MATTERS

- 3.1 Access to the case file on Public Access can be found here on the [Public Register](#)
- 3.2 The information detailed in the Summary will not be duplicated in this Section.
- 3.3 The West Yorkshire Combined Authority (WYCA) has prioritised nine 'Gateways' for improvements as part of the Transforming Cities Fund (TCF) bid which includes Skipton.
- 3.4 The Skipton TCF scheme forms part of this programme and comprises proposed infrastructure improvements in and around the southwestern Skipton area and westward from there along the Leeds and Liverpool Canal.
- 3.5 The Skipton TCF scheme will complement the wider LCR TCF schemes, ultimately providing a transformational change in the region's transport system by providing opportunities to make reliable, safe, and attractive journeys by using public transport and cycling and walking.
- 3.6 This proposal forms one part of a wider TCF Skipton scheme, which comprises four complementary components as detailed below:

Scheme Component 1 - Skipton Railway Station Gateway;
Scheme Component 2 - Broughton Road Active Travel Corridor;
Scheme Component 3 - Railway Station to Auction Mart Canal Footpath Improvements; and

Scheme Component 4 - Railway Station to Bus Station Active Travel Improvements.

- 3.7 This planning application is concerned with the Skipton Railway Station Gateway and two parts of the Railway Station to Bus Station Active Travel Improvements, which are the enhancements to the Black Walk footway and the stepped access into Morrisons supermarket located on Broughton Road. The highway elements required under scheme components 2, 3 and 4 would be carried out under the Highway Authority's permitted development rights as stated in Part 9A of the Town and Country Planning (General Permitted Development) (England) Order 2015.

4.0 SITE AND SURROUNDINGS

- 4.1 The application site is located west of the town centre of Skipton a Tier 1 settlement. The site covers approx. 0.7ha and is located in the main built-up area of Skipton.
- 4.2 The Site is located adjacent to Skipton Railway Station, immediately north of the Station building, and extends eastwards, south of the Morrisons on Broughton Road, along Black Walk which connects the Site to the Tesco store off Craven Street.
- 4.3 Skipton Railway Station is accessed off Broughton Road which is a main radial route following the A59 corridor. Skipton Railway Station is managed by Northern Rail, providing regular services to destinations between Carlisle, Morecambe, Leeds and Bradford. Skipton bus station, east of the Site, provides the main point for bus services throughout the local area and can be accessed from the A6131 Keighley Road, or on foot from Gas Street crossing Gallows Bridge.
- 4.4 The wider land use surrounding the Site is characterised by residential, commercial, and recreational land uses. Large areas of green space are located to the north of the Site and Leeds and Liverpool Canal, comprising of agricultural land and areas of woodland associated with Aireville Park.
- 4.5 The Site is located within Skipton Conservation Area, which includes the historic core of the town and areas to the north, south and west including the Proposed Scheme area.
- 4.6 The closest nationally designated statutory site is the Yorkshire Dales National Park, located 0.9km north of the Site and the closest locally designated non-statutory site is Castle Wood Site of Importance for Nature Conservation (SINC) which is located 460m from the Site. The Site is separated from this SINC by roads, residential housing and commercial land uses.

5.0 DESCRIPTION OF PROPOSAL

- 5.1 Re-configuration of Skipton Railway Car Park and associated works including improvements to Black Walk Footway and step access into Morrisons on Broughton Road and associated works.

- 5.2 Station car park works:
- 5.3 Existing vehicular access is to be retained but with the provision of a one-way system of the station car park with new resurfacing and kerbs around the perimeter of the car park.
- 5.3 A new vehicular exit only is proposed in the west of the station car park onto Broughton Road which would require the part demolition and realignment of approximately 22m of stone boundary wall.
- 5.4 Relocation of existing substation within the northeast of the station car park. The existing gas meter will also be relocated to allow space for car parking and additional boundary treatment. Approximately 11m of stone boundary wall will be removed to accommodate the relocated gas meter and car parking bays.
- 5.5 Increase the number of disabled parking bays from 4 to 5 and the provision of ten electric vehicle (EV) charging bays.
- 5.6 A new bus stop and drop off/coach parking point would be located opposite the station entrance.
- 5.7 Existing vehicle access within the west of the car park for railway maintenance is to be retained and gated access provided.
- 5.8 Provision of a cycle and pedestrian access from Broughton Road into the station car park along a new, formalised taxi pick up/drop off location and taxi shelter with a green roof.
- 5.9 The existing staff car park in the east of the main car park will be reconfigured to enable one-way circulation with bi-directional access for vehicles to accommodate the proposed pedestrian footway.
- 5.10 Removal of 12no. trees within the station car park, however, the proposal would provide 19 replacement trees within the station car park, wildflower green roofs, shrub planting and rain gardens. An additional 17 trees would be planted off-site within the Aireville Estate.
- 5.11 Hard landscaping proposals include the realignment of the partially demolished stone wall within the west of the station car park to comprise two curved 6m sections of stone wall adjacent to the proposed vehicular exit. An additional 25m of Yorkstone wall will be constructed within the east of the station car park, adjacent to the retained boundary wall to provide a continuous boundary feature between the station car park and Broughton Road. These structures will use the demolished materials where possible.
- 5.12 Improvements to external visitor facilities within the station car park including the provision of a 3 bay Sheldon cycle shelter, seating, lighting around the perimeter of the station car park and a safe crossing point.

- 5.13 Black Walk works:

- 5.14 Existing Black Walk ~2m wide footway to be resurfaced between Skipton Railway Station car park to Tesco junction.
- 5.15 Boundary treatment to be conducted along the route to improve the route's attractiveness.
- 5.16 Living pillars to be added to existing lighting columns along the footway and within the railway station car park subject to column stress testing.
- 5.17 Stepped access into Morrisons
- 5.18 A stepped access to Morrison's car park to be constructed adjacent to the southeast corner of the Morrison's store on Black Walk, with planting on either side of the access. This would also include the provision of tactile paving and a stainless steel handrail

6.0 PLANNING POLICY AND GUIDANCE

- 6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that all planning authorities must determine each application under the Planning Acts in accordance with the Development Plan so far as material to the application unless material considerations indicate otherwise.

Adopted Development Plan

- 6.2 The Adopted Development Plan for this site is
 - The Craven Local Plan adopted in November 2019.

Emerging Development Plan - Material Consideration

- 6.3 The North Yorkshire Local Plan is the emerging development plan for this site though no weight can be applied in respect of this document at the current time as it is at an early stage of preparation.

Guidance - Material Consideration

- 6.4 Relevant guidance for this application is:
 - National Planning Policy Framework 2023
 - National Planning Practice Guidance
 - National Design Guide
 - Flood Risk in Craven SPD
 - Good Design in Craven SPD
 - Planning (Listed Buildings and Conservation Areas) Act 1990
 - Skipton Conservation Area Appraisal
 - Craven District Strategic Flood Risk Assessment (SFRA)
 - River Aire Catchment Flood Management Plan (CFMP)
 - North Yorkshire Flood Risk Management Strategy

7.0 CONSULTATION RESPONSES

- 7.1 The following consultation responses have been received and have been summarised below
- 7.2 **Skipton Town Council:** No comments received.
- 7.3 **CDC Environmental Health Officer:** No objection subject to conditions re noise and dust management.
- 7.4 **CDC Tree Officer:** No objection as the trees except for one are of relatively poor quality. The replacement trees on site are acceptable.
- 7.5 **Airedale Drainage:** Works appear to be outside of the area managed by the Airedale Drainage Commissioners and therefore no comment is made in respect of this proposal.
- 7.6 **Environment Agency:** No objection subject to a condition requiring works to be implemented in accordance with the submitted Flood Risk Assessment and subsequent addendum.
- 7.7 **Historic England:** No comment
- 7.8 **LLFA Officer:** No comment as the proposal is considered minor and outside of the scope of the LLFA.
- 7.9 **NYCC Highway Officer:** The design standard for the site is MFS and the required visibility splay is 2.4 metres by 42 metres for the new junction which will provide the exit for the car park. Further work is also proposed to Broughton Road which will enhance safety for Highway users. The new layout for the car park will reduce the number of parking spaces however given its very central location with good transport links will only be a positive step in encouraging sustainable travel options. No objection subject to conditions.
- 7.10 **Yorkshire Water:** Initially objected to the proposal on the grounds that the construction works would adversely affect the public water supply infrastructure located within the site. Following the submission of additional information (revised FRA and Drainage Strategy) Yorkshire Water were consulted and highlighted points and conditions that are recommended if recommended for approval.

Publicity

- 7.11 The proposal was published via a Press Notice in the Craven Herald and Site notices posted adjacent to the site. Neighbourhood letters were also circulated.

Local Representations

- 7.12 Three third party representations received objecting to the proposal on the following grounds

Objects to the loss of the trees.

8.0 ENVIRONMENT IMPACT ASSESSMENT (EIA)

8.1 The development proposed does not fall within Schedule 1 or 2 of the Environmental Impact Assessment Regulations 2017 (as amended). No Environment Statement is therefore required.

9.0 MAIN ISSUES

9.1 The key considerations in the assessment of this application are:

- Principle of development
- Visual Impacts
- Impacts of works on designated heritage assets
- Highway impacts
- Flood Risk
- Other matters

10.0 ASSESSMENT

Principle of Development

- 10.1 The application relates to the reconfiguration of the existing station car parking facilities to provide improved safety via the use of a one-way system and additional vehicle (abled and disabled) and cycle parking provisions. In addition, it would provide 10 EV charging points. The proposal would also provide upgrades to the pedestrian walkway known as Black Walk which runs behind Morrisons eastwards and a stepped access off Black Walk down into Morrisons.
- 10.2 The application site is located within the main built-up area of Skipton a Tier 1 settlement and forms part of the curtilage of the station. The proposal would help support the shift away from private vehicle use to more sustainable and active forms of transport.
- 10.3 In conclusion, it is considered that the proposal would make a positive and sustainable contribution via the enhancement of the existing transport infrastructure to the LP objectives of promoting sustainable travel movements and thus is considered acceptable in principle subject to meeting the requirements of other relevant plan policies.

Visual impacts

- 10.4 As set out in the preceding sections of the report, the application involves the reconfiguration and enlargement of existing car parking facilities at the Skipton train station car park. The development relates to land that is located within the curtilage of the train station and whilst the changes to both end sections of the boundary wall fronting onto Broughton Road would result in a visual alteration it is considered that the resulting development would be read in the context of the railway station and would not be out of keeping with the character of the area.

- 10.5 The improvements to Black Walk and the steps down into Morrisons are minor in nature and would not give rise to any adverse visual impacts.
- 10.6 It is also noted that wider views of the existing (and proposed car park) would be partially screened, as the site is partially screened by existing buildings and trees to the east, the existing and proposed boundary wall treatments and proposed tree planting within the site.
- 10.7 As such, it is not considered that the proposal would result in a form of development that would be out of keeping with or harmful to the setting of the immediate site or the character and appearance of the wider area and that the proposed soft landscaping would provide a further positive visual enhancement to the overall scheme.

Impacts of development on designated heritage assets

- 10.8 Skipton Railway Station is a Grade II listed building and as such Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) places a duty on the Council in respect of listed buildings in exercising its planning functions. In considering whether to grant planning permission for development which affects a listed building or its setting, the Council is required to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which the building possesses. These statutory duties are considered alongside the National Planning Policy Framework ("NPPF"), namely paragraph 202 of the NPPF (2023) which sets out that "where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use".
- 10.9 The application also lies within the designated conservation area of Skipton and thus Section 72(1) places a duty on the Council in respect of conservation areas in exercising its planning functions – "In the exercise, with respect to any buildings or other land in a conservation area, of any [functions under or by virtue of] any of the provisions mentioned in special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.
- 10.10 The proposed works to the station car park would maintain the current level of openness to the setting of the Railway Station and would allow for its historical integrity to remain unaltered by this proposal.
- 10.13 The reconfiguration and subsequent removal of visual clutter and the provision of soft landscaping which would help soften any impact combined with the use of appropriate materials is considered to result in a form of development that would provide a visual enhancement to the character and appearance of the section of the conservation area.
- 10.11 Overall, the proposal would result in less than substantial harm to the significance of the designated heritage assets and thus must be weighed against the public benefits. In this instance, the proposal would provide

improvements to existing routes and enhance existing pedestrian access through the site and beyond. The design of the one-way system also provides improved safety for both vehicle and pedestrian users and the provision of a cycle hub with secure storage and the provision of EV charging points helps support options for sustainable travel. Therefore, on balance, it is considered that the harm is outweighed by the public benefits identified.

Highway impacts

- 10.12 The proposed development has been reviewed by the NYC Highway Authority who have not objected to the proposal subject to the use of conditions.
- 10.13 In terms of access, details submitted show that the existing access off an adopted road will be reconfigured with access provided at the northeast of the car park and an egress located to the northwest. The existing bus stop on Broughton Lane would be retained and a new bus shelter would be provided. Both access and egress would take the form of priority T-junctions with Broughton Road and be designed in accordance with the Manual for Streets (MfS).
- 10.14 In terms of visibility, a speed limit of 30mph exists and requires visibility splays of 2.4m x 43m. Details provided indicate that this is achievable.
- 10.15 Swept paths have been included in the Transport Assessment, Appendix D demonstrating that the junctions (and internal car park) have been designed to a suitable standard to facilitate the movement of all vehicles which will need to access the site including refuse vehicles, local bus, and occasional coach vehicles.
- 10.16 It is considered that the proposed changes to the vehicular access would improve the safety of the highway network by reducing the existing level of conflict arising between vehicles emerging from the Skipton Railway Station car park and the minor arm of the Carleton New Road/Broughton Road junction.
- 10.17 A new high-quality and wide pedestrian route is proposed connecting the new plaza area to the front of the Railway Station. The existing pedestrian crossing on Broughton Road will be redesigned to give improved priority to pedestrians. The pedestrian access to the southeast of the car park from Black Walk will also be resurfaced as part of the proposal.
- 10.18 The proposed parking provision would consist of 86 spaces (76 standard + 5 oversized + 5 disabled spaces). This is a reduction of 20 spaces from the current level of on-site parking. However, 10 new electric vehicle parking spaces would be provided as well as a local bus service layby provision, a coach parking, and a drop-off layby. It is also noted that there will be a reduction in the number of staff parking spaces. There will also be a new taxi rank with shelter provided.
- 10.19 It is considered that the design of the car park will make it more inclusive, with the disabled parking bays brought together near the main entrance to the railway station. All disabled parking bays would be connected to a footway

and a crossing point across the one-way system which provides direct access to the station plaza. This would remove the potential conflict which currently exists between mobility-restricted passengers on the site and motorists. A coach lay-by will also be provided to the frontage of Skipton Railway Station which will remove the current issue of the existing disabled bays being used for coach drop-offs.

- 10.20 The proposed development would not have an adverse impact on the safety of the existing highway network. The proposal provides options for more sustainable forms of transport with greater improvements for pedestrian users. The internal layout is considered acceptable, and the number of parking spaces provided is considered acceptable. Details of the electric charging facilities and cycle parking details are to be secured by condition. The policy is considered to accord with Policy INF7 of the Craven Local Plan.

Flood Risk, surface water drainage.

- 10.21 Both Yorkshire Water and the Environment Agency were consulted on the proposal, as well as subsequent updated information. Following a review of all submitted information, both Yorkshire Water and the Environment Agency have raised no objection to the proposal subject to the use of appropriate worded conditions.
- 10.22 Paragraph 159 of the NPPF 2023 states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk and where development is necessary, the development should be made safe for its lifetime without increasing the risk of flooding elsewhere. To determine this, Paragraph 161 states that a sequential test should be applied and then, if necessary, an exception test should be carried out.
- 10.23 Paragraph 162 of the NPPF 2023 describes the aim of the Sequential Test as being to keep development out of medium and high flood-risk areas (Flood Zones 2 and 3) and other areas affected by other sources of flooding where possible.
- 10.24 The site is located within FZ2 and FZ3 as classified on the Environment Agency's Flood Zone Map. In addition, it is classified as FZ3a and FZ3b by the Council's SFRA.
- 10.25 When applying the sequential test to this development the conclusion is that it is not possible to locate the development in an area of lower flood risk.
- 10.26 NPPF Paragraph 163 states that where it is not possible for development to be located in areas with a lower risk of flooding (considering wider sustainable development objectives), the exception test may have to be applied. The need for the exception test will depend upon the vulnerability of the site and the development proposed considered against the Flood Risk Vulnerability Classification set out in Annex 3 of the NPPF. The Planning Practice Guidance expands upon Annex 3 and advises that within Flood Zone 3a 'essential infrastructure' requires an exception test to be undertaken, and to be designed and constructed to remain operational and safe in times of flood.

10.27 The Exception Test as set out in paragraph 163 and 164 of the NPPF, state that in order to pass the exception test a Flood Risk Assessment should be submitted to demonstrate that the development will:

(1) provide wider sustainable benefits to the community that outweigh flood risk, and

(2) that it will be safe for its lifetime taking account of the flood risk vulnerability classification, without increasing flood risk elsewhere, and where possible to reduce flood risk overall.

10.28 In terms of water flow and increased flood risk, the proposal has been modelled to determine its impact on the existing FZ's. In addition, the proposal would maintain the current volume of flood storage. The Environment Agency (EA) have reviewed the submitted FRA and details and are satisfied that the development would not result in any unacceptable increase in flood risk.

10.29 In terms of the Exception Test, the application demonstrates that the development will be safe for its lifetime by virtue of its design, will not impede water flows and will not increase flood risk elsewhere. Furthermore, the proposal comprises essential transport infrastructure that must cross the area at risk as defined in Annex 3 of the NPPF and will provide wider sustainability benefits to the community through enhanced linkages between Skipton Railway Station and the town centre and by encouraging visitors to walk and/or cycle rather than drive. The proposal would also not increase flood risk outside of the site. The proposal is therefore considered to meet both parts of the Exception Test in accordance with the NPPF.

10.30 In terms of surface water details provided show that surface water will be dealt with via two separate networks. Network A is the drainage for the west of the site and would collect surface water from the main car park into drains via permeable block paving through filtration media and geotextile layers and into the open graded subbase material. The pipes then fall at a suitable gradient in a westerly direction, connecting via chambers and further pipes to the outfall. Several low points not within the car parking bay areas have gullies at their location, which connect directly into the pipe and chamber network. Network B works in a similar manner, discharging surface water to the eastern part of the site. The design of the surface water drainage system for the development will be guided by the principles set out in the National Planning Policy Framework (NPPF) and the Building Regulations Approved Document H. In addition, the proposal would include permeable paving, rain gardens, filter drainage and cellular storage.

10.31 It is considered that the proposal meets the requirements of Local Plan policies such as Policy ENV6 (Flood Risk), ENV8 (Water Resources, Water Quality and Groundwater)

Ecology and Biodiversity Net Gain

10.32 The application is accompanied by a range of supporting information, including an Ecological Impact Assessment dated July 2022 and an additional Ecological Impact Assessment dated November 2022.

- 10.33 The submitted desk study identified that the site is located approximately 1.5km from the Yorkshire Dales National Park and that Skipton By-pass (SINC) is located approximately 1.3km north-west of the site, and that Castle Wood (SINC) is located 761m north-east of the site. Due to the separation distances, it is not considered that the proposal would have an adverse impact on these important ecological features.
- 10.34 The proposal would result in the loss of 12 trees, but the proposal is seeking to compensate for this loss of habitat at a replanting ratio of 3:1 which is considered acceptable.
- 10.35 The desk study identified the potential for bats to be present at the bridge over Eller Beck, although it is important to note that the bridge would not be directly affected by the proposed works, but there may be some indirect effects arising from noise, dust, and potential vibrations within the vicinity of the bridge during the construction stage. To help mitigate any potential impacts the proposed construction of the stepped access into Morrisons car park would be outside of the hibernation period (which generally lies between October – March). Works will be conducted under a Precautionary Working Method Statement (PWMS) during April – September and will include measures to restrict lighting of the bridge and any ground disturbance will be kept to a minimum. In addition, any lighting would be implemented in accordance with BS 5489 Code of Practice for the Design of Road Lighting and in consideration of best practice guidance on lighting with regards to bats, as published by the Institution of Lighting Professionals & Bat Conservation Trust. These measures are considered acceptable.
- 10.36 The desk study also identified that the site supports breeding bird habitats. To mitigate any potential impacts arising from the proposal the clearance of vegetation would be undertaken outside of the main breeding bird season or if not possible then a nesting bird check would be undertaken by a suitably experienced ecologist.
- 10.37 The study also states that during the construction stage, any unfilled excavations should be covered during the evenings and weekends when there is no activity on-Site to prevent mammals and amphibians from falling into excavations and becoming trapped.
- 10.38 As such, it is considered that the proposal has given due consideration to the potential impact to protected species and their habitats in the proposed works, through the carrying out of survey work. The application site was found to offer limited opportunities for protected species.
- 10.39 Policy ENV4 requires development to achieve benefits in biodiversity that are equal to, or where possible exceed the biodiversity value of the site prior to development. In instances, where it is not possible or practical to provide on-site benefits and equivalent improvement should be provided off-site by way of mitigation.
- 10.40 Details shown in table 5.1 of the Ecological Impact Assessment sets out the loss of habitat:

Table 5-1 – Loss of Habitat as Part of the Proposed Scheme

Habitat for removal	Total area (ha)	Number	Temporary (T) or Permanent (P)
Trees		12	P
Introduced Scrub	0.039		T
Introduced Scrub	0.023		P

- 10.41 The Chartered Institute of Ecology and Environment Management and others set out ‘Good practice principles for development’, which emphasise that in applying the mitigation hierarchy, everything possible is done to first avoid and then minimise impacts on biodiversity. This echoes the approach set out within paragraph 174(d) of the NPPF, which requires planning decisions to minimise the impacts on and provide net gains for biodiversity.
- 10.42 In this instance, the proposed loss of habitat is necessary for the implementation of the proposal and therefore consideration must be given to appropriate onsite biodiversity net gains.
- 10.43 The application in table 5.2 sets out how the proposal would provide a biodiversity net gain.

Table 5-2 – Proposed Planting as Part of the Proposed Scheme

Proposed Habitat	Total area (ha)	Number
Semi-mature trees (on Site)		19
Green roofs	0.0037	
Scotscape living pillars		14
Offsite trees		17
Ornamental planting	0.041	

- 10.44 The onsite BNG is considered acceptable. In addition, the applicant is proposing the planting of 17 trees within the Airedale Park which would allow for public enjoyment of the site’s further habitat creation within the designated local green space.
- 10.45 The delivery of biodiversity net gain offsite is to be secured via condition. The provision of a Biodiversity Net Gain Management Plan would normally be required prior to the commencement of development as it would provide details as to the delivery of the biodiversity units to the land, setting how the land is to be managed, the methodology for doing so with aims and objectives for the biodiversity works and clear timescales for completing these. The Management Plan would also include a provision for reporting back to the Local Planning Authority at regular intervals over a 30-year period (which reflects the provisions of the Environment Act 2021). However, in this instance, the offsite provision would be located on Council owned land and

thus the implementation and management of this land is already a function of the Council.

- 10.46 The proposal would deliver a biodiversity net gain on site with additional BNG proposed on the Council owned local green space site known as Airedale Park. The location of the offsite BNG is acceptable in principle and capable of generating beneficial biodiversity improvements. The offsite BNG would be secured via a condition. As such, it is considered that the proposal has provided a reasonable and deliverable mitigation to ensure the proposal achieves BNG, and thus the scheme complies with Policy ENV4 of the Craven Local Plan.

Other matters

- 10.47 The proposed re-configuration and improvements to the station car park and footway would not result in any unacceptable adverse impacts on the amenity of privacy of nearby residents that are currently experienced.
- 10.48 The proposal would require new pedestrian and highway lighting. Having regard to existing light levels in the area it is not considered that the proposed lighting would result in any unacceptable light pollution and thus does not conflict with policy requirements.
- 10.49 The proposal would result in the planting of 19 replacement trees. The tree officer is satisfied that the proposed replacement trees are acceptable.

11.0 PLANNING BALANCE AND CONCLUSION

- 11.1 Having taken account of the matters outlined above, it is considered that the proposal complies with the relevant policies of the Local Plan in respect of the principle of development, access and parking, the impact on residential amenity, impact on the character and appearance of the area and designated heritage assets, flood risk and biodiversity.
- 11.2 The proposal would beneficially provide improved car parking provision at an existing train station, which in turn would benefit current public transport provision and accessibility options in the locality. Furthermore, the proposal would provide economic benefits for the wider district.

12.0 RECOMMENDATION

- 12.1 That planning permission be **GRANTED** subject to the conditions listed below.

Time Condition

1. The development to which this permission relates must be begun not later than the expiration of three years from the date of this permission.

Reason: In accordance with Section 91(1) of the Town and Country Planning Act 1990 as amended by the Planning Compulsory Purchase Act 2004.

Approved Plans condition

2. The development hereby permitted shall be carried out precisely in accordance with the approved drawings and particulars as set out below, together with any conditions attached to this approval which may require any variation thereof:

STS-WSP-00-XX-DR-E-615101 ELECTRICAL SERVICES GROUND
LEVEL POWER

STS-WSP-00-XX-DR-E-630101 ELECTRICAL SERVICES GROUND
LEVEL LIGHTING

TCF-WSP-NYC-20X-DR-CH-000021 PROPOSED STATION CAR PARK
LAYOUT

TCF-WSP-NYC-20X-DR-CH-000022 PROPOSED BLACKWALK LAYOUT

TCF-WSP-NYC-20X-DR-LE-000301 LANDSCAPE GENERAL
ARRANGEMENT (PROPOSED)

TCF-WSP-NYC-20X-DR-LE-000302 LANDSCAPE GENERAL
ARRANGEMENT (PROPOSED)

TCF-WSP-NYC-20X-DR-LE-000310 P02 AIREVILLE PARK
PROPOSED TREE PLANTING

TCF-WSP-NYSK-XXX-DR-LE-0001 FIGURE_1_SITE_BOUNDARY_V4

70068628-WSP-XX-ZZ-RP-LA-0001-LMMP LANDSCAPE MANAGEMENT
AND MAINTENANCE PLAN

(ADDITIONAL INFO) TCF-WSP-NYC-20X-DR-LE-... TREE DETAIL

(ADDITIONAL INFO) PHASE 1 HABITAT MAP

(ADDITIONAL INFO) TCF-WSP-NYC-20X-DR-LE-... TREE PLANTING
PLAN

(ADDITIONAL INFO) TCF-WSP-NYC-20X-DR-LE-... TREE PLANTING

(ADDITIONAL INFO) DRAINAGE STRATEGY

(ADDITIONAL INFO) ECOLOGICAL IMPACT ASSESEMENT

ADDITIONAL INFO) OFF SITE PLANTING

(ADDITIONAL INFO) FRA ADDENDUM

STS-WSP-XX-XX-RP-E-630000 LIGHTING REPORT

STS-WSP-XX-XX-SH-E-630001 LUMINAIRE LEGEND

TCF-WSP-NYC-20X-RP-CD-000002 STATION CAR PARK STRATEGY

TCF-WSP-NYC-20X-RP-TP-0002_PDAS REV.5 FI... PLANNING DESIGN
AND ACCESS STATEMENT

TCF-WSP-NYCC-20X-RP-TP-00012 TRANSPORT ASSESSMENT V4.0
PART 1 OF 2

TCF-WSP-NYCC-20X-RP-TP-00012 TRANSPORT ASSESSMENT V4.0
PART 2 OF 2

ARBORICULTURAL REPORT

ECOLOGICAL IMPACT ASSESSMENT_JULY_22

ENVIRONMENTAL MANAGEMENT PLAN_JULY_22

FINAL SOCOTEC GI FACTUAL REPORT A1034-21

FLOOD RISK ASSESSMENT

Reason: To ensure that the development is carried out in accordance with the approved particulars and plans.

Pre-commencement conditions

3. Prior to the commencement of development, the developer shall submit a Dust Management Plan in writing for approval of the Local Planning Authority. The Dust Management Plan shall identify all areas of the site and the site operations where dust may be generated and further identify control measures to ensure that dust does not travel beyond the site boundary. Once in place, all identified measures shall be implemented, retained and maintained for the duration of the approved use. Should any equipment used to control dust fail, the site shall cease all material handling operations immediately until the dust control equipment has been repaired or replaced.

Reason: To safeguard the living conditions of nearby residents particularly with regard to the effects of dust and to accord with Policy ENV3 of the Craven Local Plan and the National Planning Policy Framework.

4. No development must commence until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Construction of the permitted development must be undertaken in accordance with the approved plan.

The Plan must include, but not be limited, to arrangements for the following in respect of each phase of the works:

1. details of any temporary construction access to the site including measures for removal following completion of construction works;
2. methodology to prevent mud and debris being deposited on the adjacent public highway;
3. the parking of contractors' site operatives and visitor's vehicles;
4. areas for storage of plant and materials used in constructing the development clear of the highway;
5. details of site working hours;
6. details of the measures to be taken for the protection of trees; and
7. contact details for the responsible person (site manager/office) who can be contacted in the event of any issue.

Reason: In the interest of public safety and amenity and to accord with Policy INF of the Craven Local Plan and the National Planning Policy Framework.

During building works conditions

5. Except for investigative works, no excavation or other groundworks or the depositing of material on-site in connection with the construction of any road or any structure or apparatus which will lie beneath the road must take place on any phase of the road construction works, until full detailed engineering

drawings of all aspects of roads and sewers for that phase, including any structures which affect or form part of the highway network, and a programme for delivery of such works have been submitted to and approved in writing by the Local Planning Authority.

The development must only be carried out in compliance with the approved engineering drawings.

Reason: To secure an appropriate highway constructed to an adoptable standard in the interests of highway safety and the amenity and convenience of all highway users.

Informative

It is recommended that in order to avoid abortive work, discussions are held between the applicant, the Local Planning Authority and the Local Highway Authority before a draft layout is produced and any detailed planning submission is made. To assist, the Local Highway Authority can provide a full list of information required to discharge this condition. It should be noted that approval to discharge the condition does not automatically confer approval for the purposes of entering any Agreement with the Local Highway Authority. The agreed drawings must be approved in writing by the Local Planning Authority for the purpose of discharging this condition

6. A detailed drawing of the proposed steps onto Morrisons including specifications of materials shall be submitted to and approved in writing by the Local Planning Authority and retained as such thereafter.

Reason: For the avoidance of doubt

7. Prior to the installation of the proposed seating, the taxi shelter, cycle shelter and substation full design and materials shall be submitted and agreed in writing by the Local Planning Authority and retained as such thereafter.

Reason: In the interest of visual amenity and to accord with Policy ENV3 of the Craven Local Plan and the National Planning Policy Framework.

8. Prior to the installation details of the living pillars shall be submitted to and approved in writing with the Local Planning Authority and retained thereafter.

Reason: In the interests of visual amenity and biodiversity and to accord with Policies ENV3 and ENV4 of the Craven Local Plan and the National Planning Policy Framework.

9. No site preparation, delivery of materials or construction works, other than quiet internal building operations such as plastering and electrical installation, shall take place other than between

08:00 hours and 18:00 hours Monday to Friday
08:00 hours and 13:00 hours on Saturdays
Not at any time on Sundays or Bank Holidays

Reason: To safeguard the living conditions of nearby residents particularly with regard to the effects of noise.

10. The development shall be carried out in accordance with the submitted flood risk assessment and subsequent addendum (ref - Transforming Cities Fund - Skipton Railway Station Gateway Scheme WSP June 2022 and Flood Risk Assessment Addendum WSP July 2023) and the following mitigation measures it details:

Design of gated access, taxi shelter, cycle shelter and changes to stonewalling to have no impact on flood levels, flood flows or flood storage.
Measures to minimise the impact on flood storage of the steps in Morrisons carpark
Changes to Black Walk boundary treatment

These mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the scheme's timing/ phasing arrangements. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

Reason: To minimise the risk of flooding and to accord with Policy ENV6 of the Craven Local Plan and the National Planning Policy Framework.

11. There must be no access or egress by any vehicles between the highway and the application site at Skipton Railway Station, Broughton Road, Skipton, BD23 1RT until visibility splays provide clear visibility of 2.0 metres x 2.0 metres measured down each side of the access and the back edge of the footway of the major road have been provided. In measuring the splays the eye height must be 1.05 metres and the object height must be 0.6 metres. Once created, these visibility splays must be maintained clear of any obstruction and retained for their intended purpose at all times.

Reason: In the interests of highway safety and to accord with Policy INF7 of the Craven Local Plan and the National Planning Policy Framework.

12. There must be no access or egress by any vehicles between the highway and the application site at Skipton Railway Station, Broughton Road, Skipton, BD23 1RT until splays are provided giving clear visibility of 43 metres measured along both channel lines of the major road from a point measured 2.4 metres down the centre line of the access road. In measuring the splays, the eye height must be 1.05 metres and the object height must be 0.6 metres. Once created, these visibility splays must be maintained clear of any obstruction and retained for their intended purpose at all times.

Reason: In the interests of highway safety and to accord with Policy INF of the Craven Local Plan and the National Planning Policy Framework.

13. The soft landscaping details as agreed shall be fully implemented and maintained in accordance with the agreed management and maintenance plans and any agreed phasing of those works. Planting works, if delayed, should be completed in the first available planting season (October-March).

If any planted areas fail or trees and shrubs die or become damaged or diseased within 5 years of planting, they shall be replaced with the same species (unless a written variation has been agreed beforehand with the LPA) in the next available planting season.

Following such an initial establishment period, all planting, shall then be maintained in accordance with the long-term landscape and maintenance provisions approved as part of this permission, including any relevant clauses set out in the accompanying Section 106 Agreement attached to this permission.

Reason: In the interests of the appearance and character of the development and area and to comply with Craven Local Plan policy ENV3 and the National Planning Policy Framework.

14. The site shall be developed with separate systems of drainage for foul and surface water on and off-site. The separate systems should extend to the points of discharge to be agreed. (In the interest of satisfactory and sustainable drainage)

There shall be no piped discharge of surface water from the development prior to the completion of surface water drainage works, details of which will have been submitted to and approved by the Local Planning Authority. If discharge to the public sewer is proposed, the information shall include, but not be exclusive to:-

- a) evidence to demonstrate that surface water disposal via infiltration or watercourse are not reasonably practical;
- b) evidence of existing positive drainage to public sewer and the current points of connection; and
- c) the means of restricting the discharge to the public sewer to the existing rate less a minimum 30% reduction, based on the existing peak discharge rate during a 1 in 1-year storm event, to allow for climate change.

Reason: To ensure that no surface water discharges take place until proper provision has been made for its disposal and in the interest of sustainable drainage and to accord with Policy ENV4 of the Craven Local Plan and the National Planning Policy Framework.

15. Prior to the first use details of the materials to be used for the construction of the Taxi shelter, paths, roads, walls, public realm areas and roofs of the development hereby permitted shall have been submitted to and approved in writing by the Local Planning Authority. Only such approved material shall be used in the development.

Reason: In the interests of the appearance of the proposed development and to reserve the rights of the Local Planning Authority regarding this matter.

Prior to use condition

16. Prior to the first use of the approved development, the approved 10 electric car charging points shall have been provided and are available for use. The

electric charging points shall thereafter be retained and remain available for use at all times during the approved opening hours.

Reason: In the interest of sustainable transport and to accord with Policy INF7 of the Craven Local Plan and the National Planning Policy Framework.

On-going condition

17. The Biodiversity Net Gain (BNG) Monitoring and Management Plan shall require the submission of a BNG monitoring report produced by a suitably qualified ecologist and shall be submitted to the LPA annually for the first five years after completion and at 5-year intervals thereafter until year 30.

Reason: To enhance and protect biodiversity value with the requirements of the Craven Local Plan Policy ENV4 and the National Planning Policy Framework.

Notes

Failure to adhere to the details of the approved plans or to comply with the conditions contravenes the Town and Country Planning Act 1990 and enforcement action may be taken.

The applicant is reminded that under the Habitat Regulations it is an offence to disturb, harm or kill bats. If a bat is found during the development all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Any works involving the destruction of a bat roost will require a European Protected Species Licence from Natural England.

In dealing with this application North Yorkshire Council (Craven) has sought to approach the decision-making process in a positive and creative way, in accordance with the requirements of paragraph 38 of the NPPF.

The applicant is advised it is the responsibility of the developer to ensure that any topsoil brought on site is free from metals, plastic, wood, glass, tarmac, paper and odours associated with contaminated soils as specified in BS 3882: 2015 Specification for Topsoil. Supplier(s) details and confirmation on the source(s) of any topsoil materials brought on site should be made available for inspection at the request of the Council's Environmental Health Department.

The applicant is reminded that, under the Wildlife and Countryside Act 1981 as amended it is an offence to remove, damage or destroy the nest of a wild bird, while the nest is in use or being built. Planning consent does not provide a defence against prosecution under this act. If a bird's nest is suspected work should cease immediately and a suitably experienced ecologist employed to assess how best to safeguard the nest(s).

Target Determination Date: 23 August 2023

Case Officer: Andrea Muscroft
Andrea.Muscroft@northyorks.gov.uk



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