

North Yorkshire Council
Community Development Services
Richmond (Yorks) Area Constituency Planning Committee

13th June 2024

ZB24/00968/MRC- Application for Variation of a Conditions 2 (Roadway Construction Detail - minor changes to specifications) 10 (Provision of Passing Places - provision of passing places delayed)and 11 (New access construction details modified) following Grant of Planning Permission 23/00625/FUL

At: Sedgefield House Ainderby Steeple Northallerton DL7 9JY

For: Stuart Tweddle

Report of the Assistant Director Planning – Community Development Services

1.0 PURPOSE OF THE REPORT

- 1.1 To determine a planning application amendments to conditions attached to planning application, reference 23/00625/FUL which was for proposed change of use of agricultural and amenity building including alterations to west elevation to a wedding venue with associated parking facilities and new access on land at Sedgefield House, Ainderby Steeple, Northallerton, North Yorkshire on behalf of the Assistant Director – Planning
- 1.2 This application is brought to the Planning Committee as the proposals have generated significant local interest and the original application was determined by the Planning Committee.
- 1.3 The application was considered by Planning Committee on the 12 October 2023 and was approved subject to a number of conditions.
- 1.4 The current application seeks to amend Condition 2, Condition 10 and Condition 11 of the 23/00625/FUL consent in order to regularise minor changes to the access and in order to allow operation of the venue for a temporary period whilst the approved passing places are constructed.
- 1.5 It should be noted that this is not an opportunity to review the permission as a whole, only to determine the application based on the proposed changes to the permission.

2.0 SUMMARY

RECOMMENDATION: That Planning Permission be **REFUSED** for the reasons set out in section 12 of this report.

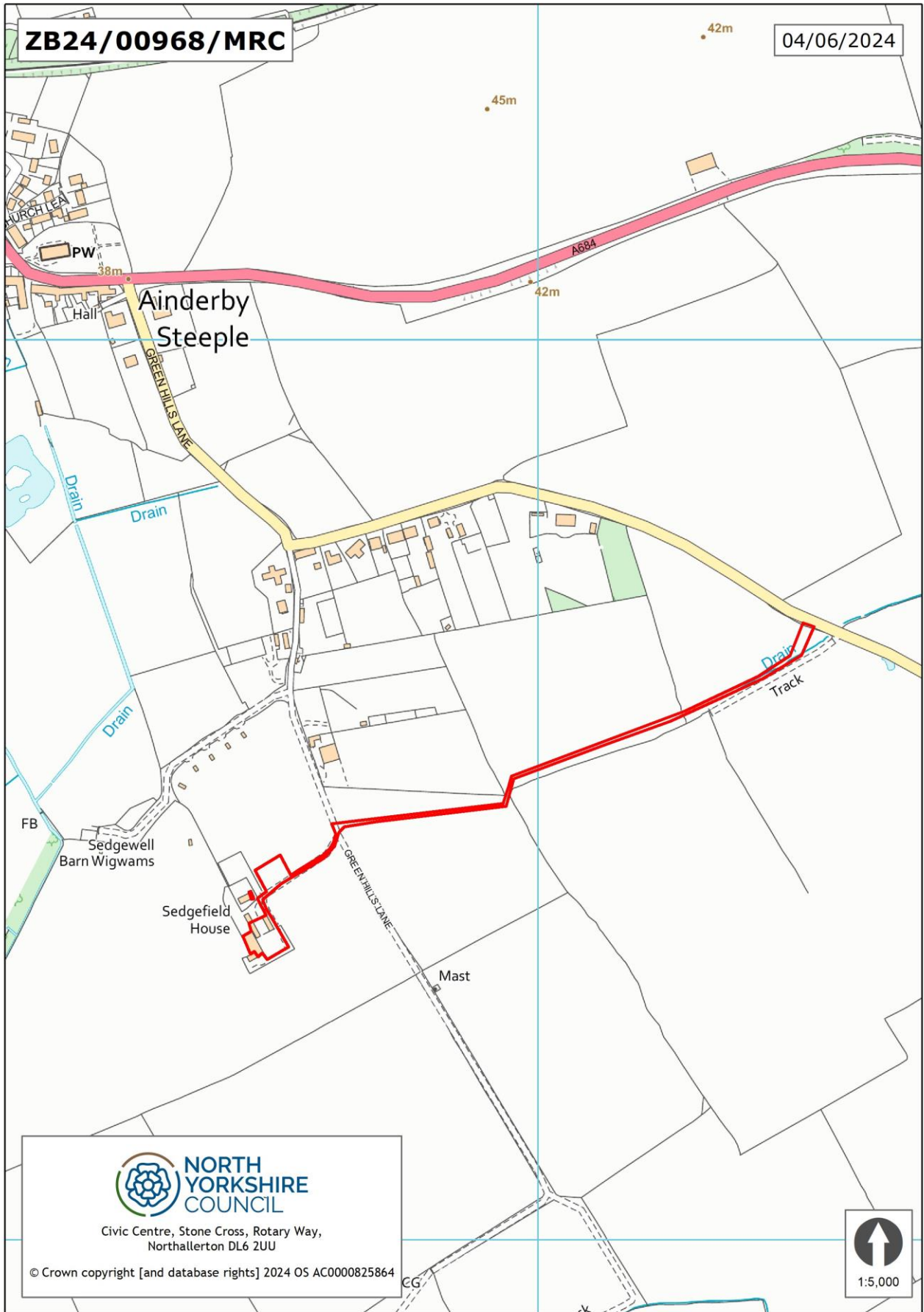
- 2.1 The original application was for the change of use of buildings on the site to form a wedding and events venue along with the formation of a new access from the highway network to the east of the application site. The application also proposed the formation of passing places on

Ashcroft / Warlaby Lane and on Greenhills Lane within the extent of the highway. The applicant proposes 15 weddings through the year along with 4 marketing events. This limit is subject of a condition set out in section 12 of the report.

- 2.2 The applicant seeks to amend condition 2 (drawings etc) of the 23/00625/FUL permission, in order to regularise the make up of the new access road, across the field from Ashcroft / Warlaby Lane. This is a very minor change which does not result in any significant change to the appearance, finish or width of the access.
- 2.3 The applicant seeks to amend Condition 10 and 11 in order to allow the operation of the business, in the absence of the passing places on Warlaby Lane / Ashcroft and Greenhills Lane, for a temporary period whilst the passing places are constructed in line with a Section 278 highways agreement.
- 2.4 This raises serious questions regarding highway safety along with the amenity of road users and potentially the residential amenity of nearby occupiers.
- 2.5 The applicant in their submission has included an assessment of the Highway impact of the proposed amendments along with a plan to mitigate any harmful impact.
- 2.6 It is considered that the lack of the provision of the passing places as set out in the permission, reference 23/00625/FUL results in a severe impact on highway safety and that this harm is not adequately mitigated by the proposed traffic management set out in the applicant's supporting statement.

ZB24/00968/MRC

04/06/2024



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3.0 PRELIMINARY MATTERS

3.1 Access to the case file on Public Access can be found here

[Documents for Case](#)

3.2 Planning History

- 10/02248/APN - Application for Prior notification for the construction of a steel portal agricultural storage building – Granted October 2010.
- 12/00382/FUL - Proposed extension to existing dwelling – Granted April 2012.
- 17/00597/FUL - Change of use of agricultural land to site of 3no. camping pods with associated car parking – Granted May 2017.
- 17/01379/FUL - Change of use of agricultural land for the siting of 6no camping pods with associated access and car parking – Granted September 2017.
- 19/00775/FUL - Change of use of domestic outbuilding to farm office and amenity building and associated works in conjunction with existing camping site – Granted June 2019.
- 20/01831/FUL - Proposed change of use of domestic outbuilding to amenity building and siting of 5 camping pods in conjunction with existing camping site with new sewage package treatment plant – Granted October 2020.
- 21/02219/FUL - Single storey extension to the west elevation and two storey extension to the east elevation of the dwellinghouse – Granted November 2021.
- 21/02352/FUL - Construction of an agricultural building for the storage of hay and straw, animal feed, fertiliser, machinery and the handling of stock – December 2021.
- ZB23/01360/FUL –Change of Use of domestic extension to mixed use for domestic use and holiday let at Sedgfield House. Currently under consideration.
- 22/00690/FUL - Proposed change of use of agricultural and amenity building including alterations to west elevation to a wedding venue with associated parking facilities - amended information received 3 November 2022 – Withdrawn.
- 23/00625/FUL - Proposed change of use of agricultural and amenity building including alterations to west elevation to a wedding venue with associated parking facilities and new access along with the formation of passing places on the highway subject to report received on 22 August 2023.- Approved 13 October 2023.

4.0 SITE AND SURROUNDINGS

4.1 The site is located to the south of Ainderby Steeple within farmland on the edge of the curtilage of the farmhouse. The site is accessed via Warlaby Lane (also known as Ashcroft) or Greenhills Lane and then via an unmade private road to the farm. The land rises up from the tarmac road and the farm buildings stand in a slightly elevated position and are visible at some distance from the main road between Ainderby Steeple and Northallerton. The private access is also a public right of way which leads from Greenhills Lane to a number of routes to the south including access to Warlaby Village.

- 4.2 Recent permissions have granted the siting of a total of 14 camping pods on site. These are set within the surrounding farmland to the north of the current application but can be booked by a party attending the proposed development. Further to this the site has also benefited from a change of use of a former agricultural building, to amenity and office space associated with the use of the camping pods.
- 4.3 The existing building complex comprises a small single storey former agricultural building across a courtyard from a similar larger building that benefits from an existing permission as an 'amenity building'. Both are old brick buildings of agricultural origin. A second much larger agricultural building, developed under agricultural permitted development rights (ref: 10/02248/APN) has been converted to a non-agricultural use beyond the scope of the agricultural prior notification for use as an events venue.

5.0 DESCRIPTION OF PROPOSAL

- 5.1 This application seeks to make amendments to the approved scheme under reference 23/00625/FUL which granted permission to hold events and weddings including non-resident guests, in the larger agricultural building and the smaller building directly adjoining, granted consent for amenity purposes in 2019.
- 5.2 The permission allows 15 events plus 4 additional wedding fayre type events to be held through the year. The majority of these events will take place on Saturdays with guests typically arriving between 11.00 and 13.00 on the day of the event. All events will finish by midnight with the last guests leaving no later than 00.30. It is proposed that the venue can accommodate up to a maximum of 140 guests although it is understood that there will be no more than 100 guests in total at most events. A wedding ceremonies licence has previously been granted by North Yorkshire County Council.
- 5.3 Condition 2 states:
The permission hereby granted shall not be undertaken other than in complete accordance with the following drawings:

Proposed Block Plan - received on 15 March 2023
Proposed Passing Places - received on 27 April 2023
Proposed additional Planting plan for access - received on 15 March 2023
PR701 New Junction Detail - received 15 March 2023
Roadway construction detail - received 15 March 2023
PR313 - Proposed Floor Plans - received 15 March 2023
PR314 Proposed Elevations - received 15 March 2023

The application seeks to amend the Roadway Construction Detail.

- 5.4 Condition 10 states:
No part of the development must be brought into use until the following scheme of off-site highway mitigation measures has been completed as indicated below:

Provision of 8 no. passing places on Ashcroft and Green Hills Lane in accordance with the information contained within the document "Highway Statement Proposed Wedding Venue Green Hills Lane, Ainderby Steeple".

Except for investigative works, no excavation or other groundworks or the depositing of material on site in connection with the construction of any scheme of off-site highway mitigation or any structure or apparatus which will lie beneath that scheme must take place, until full detailed engineering drawings of all aspects of that scheme including any structures which affect or form part of the scheme have been submitted to and approved in writing by the Local Planning Authority.

A programme for the delivery of the scheme must be submitted to and approved in writing by the Local Planning Authority prior to construction works commencing on site. The off-site highway works must be completed in accordance with the approved engineering details and programme.

The applicant seeks amendment of the condition to allow the development to be brought into use, for a temporary period, whilst the passing places are installed.

5.5 Condition 11 states:

No part of the development must be brought into use until the access and parking areas for all users have been constructed in accordance with the details shown on drawings 'Proposed Access Road to Sedgewell Barn' and 'Site Plan Sedgewell Barn'. Once created these areas must be maintained clear of any obstruction and retained for their intended purpose at all times.

5.6 The application proposes minor changes to the construction drawings and section for the access road. These changes have no impact on the appearance of the completed access.

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 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:
Hambleton Local Plan adopted February 2022.
Minerals and Waste Joint Plan, adopted 2022

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.

7.0 CONSULTATION RESPONSES

7.1 The following consultation responses have been received and are summarised below:

7.2 Ainderby Steeple Parish Meeting - This has been a divisive planning application for our community for which vehicular access has been one of the main issues. The main application was approved (retrospectively) in October 2023 with the condition that improvements to the narrow lanes serving the site would be completed before any further events were to be held. Unfortunately, this work has suffered delays, so has still not been completed, and the applicant now has a full schedule of summer bookings. The Planning Authority has allowed the venue to operate for the last two years without taking effective enforcement action and has frankly lost all credibility with the local residents who have been adversely affected. Whilst as a Parish Meeting we do not object to this variation, as only a minority are against it, we do wish to see it resolved and the conditions implemented rapidly to protect the amenity of the residents along Green Hills and Warlaby Lane who continue to be inconvenienced by the Council's failure to take effective enforcement action.

7.3 Warlaby Parish Council -

7.4 Environmental Health – No objections. This service has considered the potential impact on amenity and likelihood of the variation to cause a nuisance and consider that there will be no negative impact.

This is because the variation relates to the provision of passing places on the public highway and is not related to Environmental Health matters. Therefore, the Environmental Health Service has no objections to the application.

7.5 Highway Authority – The public highway in the vicinity of the site is a narrow, single carriageway that varies in width between 2.7m and 3.5m and currently has no formal passing places. As part of the planning application reference 23/00625/FUL the applicant proposed to provide a number of passing places to mitigate the potential conflict with other vehicles using the road and this led to condition 10 of the decision with implementation to be prior to any part of the development being brought into use. The work has been delayed and whilst there is a commitment from the applicant to construct the passing places, there is no confirmed timescale and events are planned at the venue in the meantime.

In the Highway Statement submitted with this application there are three reasons cited for the delay in construction of the passing places which are as follows:

- i. The delay in receiving approval of the detailed designs of the passing places by the highways officers.
- ii. Once those approvals had been obtained, the delay by Tim Speed Consulting in submitting the Section 278 Request form to highways officers.
- iii. The highways officers losing that Section 278 Request form.

The Local Highway Authority does not accept responsibility for the delay. Details such as the width and location of passing places were already approved in principle by the Local Highway Authority before planning permission was granted and rather than approving further details, the Local Highway Authority provided the applicant's highway consultant with the necessary construction and signage specifications in early November 2023 so that an application could be made for a Section 278 agreement that is needed before works in the highway can be carried out. That application for the agreement was received by North Yorkshire Council in mid-April 2024 and at the time of writing this a draft S278 agreement is in place.

In part 2.8 of the Highway Statement, it is stated that "Assuming that all inbound vehicle movements associated with the wedding venue arrive westbound on Warlaby Lane and all outbound movements leave eastbound, it can be seen that there is a potential maximum of only eleven times when a vehicle associated with the venue may conflict with an existing vehicle movement" but in Appendix B of the statement, arriving guests are directed to travel southwards on Greenhills Lane and then eastwards, passing the existing dwellings along Warlaby Lane (Ashcroft) on the way to the venue. The statement relies on a traffic survey from January 2023 taken in the vicinity of the new site access but this survey is unlikely to have included the existing vehicle movements associated with the dwellings that predominantly use Greenhills Lane. The proposed routing potentially increases the chances of a vehicle associated with the venue and a vehicle associated with the existing houses meeting on Greenhills Lane and/or Warlaby Lane.

Consequently, the Local Highway Authority recommends that planning permission is REFUSED for the following reason:

The Planning Authority considers that the public highway leading to the site is of insufficient width to accommodate the increase in traffic without damage to the carriageway and verges of the highway and loss in amenity value.

7.6 HSE – Part of the site is within the major pipeline hazard zone and as such the web app should be consulted.

Officer note: The matter of the pipeline and the relationship to the new access was dealt with through the original application and it is considered that the proposed changes set out in the current application do not change the consideration of this issue.

Local Representations

7.7 Objections.

- The highway is narrow
- There are no existing formal passing places on the route
- Impact on local business traffic
- Will result in traffic chaos in the vicinity
- There is still no timescale for the implementation of the passing places
- Consider it unlikely that the passing places will ever be installed
- The requirements of the conditions were clear and have not been met
- It is not clear that an agreed scheme of works has been agreed with the Highway Authority pursuant to the S278 agreement
- There is no new evidence in the submission only a reiteration of traffic flow data, the impact of which officers previously considered could only be mitigated through the formation of the passing places
- The conditions attached to the permission were for the benefit of local residents and users of the highway
- Any temporary acceptance of this situation may lead to the passing places never being implemented
- The applicant has had 7 months to comply with the conditions
- Local calculation of traffic movements are double those of the applicant
- If approved, this would result in non-compliance with Condition 6 which seeks development in accordance with the event management plan
- The access track is unfinished and unsightly
- It is claimed that the lack of passing places has already resulted in an accident
- NYC has a duty of care to residents, visitors and leisure users
- Wedding bookings should not have been accepted until after the passing places were implemented
- The access has been built using the wrong sub-base and the entrance is concrete and not tarmac
- Proposed one way routing is not acceptable
- Results in loss of amenity to residents and more generally in the locality
- It should be remembered that there is no limit on vehicles coming to the site
- Condition 18, the formation of a bund to protect from car lights, has yet to be completed

8.0 ENVIRONMENT IMPACT ASSESSMENT (EIA)

8.1 This development is not Schedule 1 or 2 development and is not considered to require an Environmental Statement.

9.0 MAIN ISSUES

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

- Principle of development
- Design
- Impact on residential amenity
- Impact on the character, appearance and amenity of the area
- Matters pertaining to Highway Safety

10.0 ASSESSMENT

Principle of development

- 10.1 The principle of development is established by the earlier permission under 23/00625/FUL. An application under S73 of the Planning Act must only assess the changes to the proposals and is not an opportunity to review the wider decision.

Design

- 10.2 The application proposes a change to the cross section of the access road. This does not result in any significant change to the appearance of the access, over and above the original approval. The proposed changes to the conditions result in no significant change to the appearance of the development or its impact on the character or appearance of the area. The amendments to the make-up of the access are considered to be acceptable in this instance.

Impact on residential amenity

- 10.3 Policy E2 requires that a high standard of amenity is provided and maintained for all users and occupiers, including both future occupants and users of the proposed development as well as existing occupants and users of neighbouring land and buildings, in particular those in residential use. Part c) requires that development results in no significant adverse impacts in terms of noise including internal and external levels, timing, duration and character.
- 10.4 The proposed development is in proximity to nearby residential properties located in a rural area with low background noise levels, the open nature of the surrounding landscape offers little potential for noise absorption.
- 10.5 The proposed operation of the business in the absence of the passing places could lead to additional loss of amenity over and above that assessed in the 23/00625/FUL scheme, through additional traffic accessing the site from Ainderby Steeple, where the intention in the approved scheme is for all traffic (as far as is reasonably possible) to access the site from the Warlaby village junction direction, via Warlaby Lane.
- 10.6 The majority of the traffic will use the route during the day only, as most traffic will still depart the site toward Warlaby Village and as such will not result in any additional impact over and above that previously assessed, during the evening.
- 10.7 Officers consider that this additional daytime impact is limited and will only be for a relatively short time, whilst the passing places are completed.
- 10.8 It is considered, on balance, that the additional traffic passing these properties does not result in a significant loss of amenity and is acceptable in the short term.

Impact on the character, appearance and amenity of the area

- 10.9 Policy E7 states that the Council will protect and enhance the distinctive landscapes of the district. A proposal will be supported where it: a. takes into consideration the degree of openness and special characteristics of Hambleton's landscapes; b. conserves and, where possible, enhances any natural or historic landscape features that are identified as contributing to the character of the local area; c. conserves and,

where possible, enhances rural areas which are notable for their remoteness, tranquillity or dark skies; d. takes account of areas that have been identified as being particularly sensitive to/or suitable for certain forms of development; e. protects the landscape setting of individual settlements and helps to maintain their distinct character and separate identity by preventing coalescence with other settlements; and f. is supported by an independent landscape assessment where the proposal is likely to have a detrimental impact on the landscape

10.10 The introduction of additional road users in the vicinity and the formation of the proposed access and passing places have an impact on the amenity of the area. The principle of the new passing places was accepted in these terms, in the original approval in terms of their design and appearance.

10.11 The current application must be assessed in terms of the use of the highway in the absence of the passing places.

10.12 Warlabby Lane / Ashcroft is a single track lane, mainly used by agricultural and local traffic. There are few passing opportunities in the absence of the proposed passing places. Representations in the original application highlighted the use of the lane, by cyclists, walkers and horse riders. One observation, reported in the original officer report, stated;

Neighbourhood observations of the present use of Warlabby Lane during Saturday September 2nd and Sunday 3rd.

Walkers and runners 30 and 33

Cyclists 8 and 38

Horses and riders 8 and 0

Cars and vans 3 and 13

It can be seen that vehicle movements only account for 6.1% on Saturday and 5.4% on Sunday. The main current users of Warlabby Lane use it for leisure and any further increase in traffic will hamper their enjoyment and will increase the risk of accidents. It is one of the few local routes that we can all enjoy without much disturbance. The inclusion of the proposed passing places will only increase volume and speed of traffic as it will become a shortcut from Ainderby Steeple to Newby Wiske reducing the Amenity Value for all

10.13 It is clear that there are difficulties associated with these user groups at present and operation of the wedding venue in the absence of the passing places will clearly exacerbate these issues.

10.14 Arrivals to weddings are likely to result in a degree of change to the enjoyment of these road users, late night use by those exiting an event will have far less impact on those other user groups as they would be less likely to be using the route.

Matters pertaining to Highway Safety

10.15 Policy IC2 of the Local Plan looks at matters of Transport and Accessibility and new development will only be considered acceptable, providing inter alia, the following matters are demonstrated:

- it is located where the highway network can satisfactorily accommodate the traffic generated by the development and where the development
- can be well integrated with footpath and cycling networks and public transport;
- it seeks to minimise the need to travel and maximise walking, cycling, the use of public transport and other sustainable travel options, to include retention, where relevant, and enhancement of existing rights of way;

- highway safety would not be compromised and safe physical access can be provided to the proposed development from the footpath and highway networks;
 - adequate provision for servicing and emergency access is incorporated; and
 - appropriate provision for parking is incorporated
- 10.16 The applicant has submitted a new Highway Statement in support of the proposed amendment to conditions.
- 10.17 The new access road across the field has been constructed and as such can be utilised by the development in accordance with Condition 9 and 11 of the approved scheme.
- 10.18 The time scales for the S278 agreement and delays in getting the legal agreement in place for the construction of the passing places have been cited by the applicant as the reason for the need for the current application to amend the conditions.
- 10.19 It is understood that the application for and advertising of the temporary Road closure is estimated to take a minimum of four weeks, noting that the S278 agreement will need to be signed for a minimum of a week before the Road Closure can happen.
- 10.20 The applicant has a contractor in place who estimates the works to construct the passing places to be 10 to 15 working days.
- 10.21 Based on this information it is anticipated that in a worse case the passing places would be constructed by the end of the summer. All parties are currently working together in order to reduce this time-frame to a minimum in a hope that only two events will take place, before the passing places are completed.
- 10.22 The Highway Statement sets out survey work undertaken in January 2023 which surveyed traffic movements of Warlaby Lane over two, seven day periods. Survey work was also carried out, of vehicles associated with the wedding venue on Saturday 16th and 23rd July and the 13th and 20th August 2022. This showed the total inbound movements to be 52 and the total outbound to be 41. The difference in number accounted for by those staying on-site overnight.
- 10.23 The peak flows were between 12pm and 1pm with 17 movements inbound; 7pm and 8pm with 13 inbound (associated with arrivals for the evening event) and 28 movements between 11pm and 12.30am.
- 10.24 Correlating these figures with “normal” day time traffic movements, it is clear that it is in-bound traffic movements during the day and early evening that are most likely to result in a harmful impact on road safety, whilst the outbound evening traffic is far less likely to come into direct contact with other road users, although this eventuality can clearly not be discounted.
- 10.25 The applicant’s consultant considers that if all arrival traffic approaches from the west and all departing traffic leaves to the east the chances of cars meeting is limited and concludes that “there would be an insignificant number of potential opposing vehicle movements on Warlaby Lane”.
- 10.26 In response to the Highways Consultation response, the applicant states “In the fifth paragraph of the Highways Consultation Response dated 3rd June 2024, reference is made to paragraph 2.8 of the Highways Statement 2, noting that the paragraph did state “Assuming that all inbound vehicle movements associated with the wedding venue arrive westbound on Warlaby Lane and all outbound movements leave

eastbound, it can be seen that there is a potential maximum of only eleven times when a vehicle associated with the venue may conflict with an existing vehicle movement.” There are currently two informal passing places on Green Hills Lane to the south of the widening near its junction with the A684. The Green Hills Lane/Warlaby Lane junction acts as a passing place. There are ten informal passing places between that junction and the newly constructed access to the wedding venue. And so, there are more passing opportunities on the Highway Statement 2 Appendix B inbound route to the wedding venue via Green Hills Lane and north-western part of Warlaby Lane than on the inbound route stated in paragraph 2.8 of Highway Statement 2.

- 10.27 The applicant has provided (Appendix B of the Transport Statement) directions to be provided to guests setting out routing to the site to mitigate the impacts of the lack of the passing places. In effect this seeks to create an informal one way system for events, whereby guests approach the site via Ainderby Steeple and leave via Warlaby.
- 10.28 Observations by local residents suggest that the number of vehicles visiting the site is greater than that observed through the on-site survey work. Officers are minded that the number of incidents of vehicles meeting is likely to be relatively limited. However, the matter of concern is what happens in this eventuality in the absence of the passing places. This is a narrow road and the possibility of a number of cars having to reverse to allow for an agricultural implement (for example) to pass is relatively high and the consequences of this relatively onerous. Road speeds are low and it seems unlikely that this would result in an accident of any severity. However, owing to the nature and form of the road, this could result in a reverse of some distance, before a passing location can be found.
- 10.29 This scenario is not considered to be acceptable and is considered to be detrimental to the amenity of road users. Officers have considered other forms of traffic management to further mitigate the identified risks but the length and narrowness of the route is not considered conducive to normal traffic management practices like traffic lights and would be likely to cause more difficulties than they resolve.
- 10.30 The mitigation in place at this time, comprises information sent to those staying in the camping pods along with information sent to the Wedding Couple and also set out on the company website. Traffic signs have been erected on the site advising drivers of the direction of exit toward Warlaby village.
- 10.31 It is considered that the proposed relaxation of the conditions, to allow the continued operation of the site in the absence of the passing places, will lead to an adverse impact on the condition of the highway and a loss of amenity to users of the highway.
- 10.32 It is considered that the proposed amendments fail to meet the requirements of policy IC2 as in the absence of the passing places the development will not be located where the highway network can satisfactorily accommodate the traffic generated by the development.

11.0 PLANNING BALANCE AND CONCLUSION

- 11.1 The main, determining issues in the consideration of the proposed amendments are the impact on road safety and the amenity of road users.
- 11.2 It is considered that the additional impact on residential amenity for a relatively short period is acceptable.

- 11.3 Whilst traffic numbers on the lane are low by any assessment, the proposed operation of the wedding venue in the absence of the passing places is still considered to result in an unacceptable scenario for road users as it is likely that vehicles will need to reverse for considerable distances to allow vehicles to pass. It is considered that this scenario is not acceptable, even if the instances are limited and temporary, pending the installation of the passing places.
- 11.4 The Highway Authority is of the view that the additional traffic, in the absence of the passing places, will result in damage to the Highway.
- 11.5 The issues of delays in dealing with the S278 agreement, in and of themselves are not considered material to the determination of the planning application.

12.0 RECOMMENDATION

That Planning Permission be **Refused** for the reasons set out below:

1. The proposed amendment to Conditions 10 and 11 will result in a harmful impact on the amenity of road users in the vicinity of the application site as it is likely that traffic will be forced to reverse in order to allow on-coming vehicles to pass. On this basis the proposals are considered to fail to meet the requirements of policy IC2.
2. Owing to the width of the road and the additional traffic using it, as a result of the development, it is likely that the development will lead to damage to the highway and the highway verges. The proposals fail to meet the requirements of policy IC2 as in the absence of the passing places the development will not be located where the highway network can satisfactorily accommodate the traffic generated by the development.

Target Determination Date: 05.07.2024

Case Officer: Mr Peter Jones peter.jones@northyorks.gov.uk