

Kirkbymoorside Town Council

Information for meeting on Monday 19 April 2021 Agenda item 5. Planning

5. Planning

a. To receive information from the Planning Authority in respect of the allocation of residential housing in Kirkbymoorside parish

Q. At the Ordinary Meeting of the Town Council on 18 January Cllr Wells requested that information be sought from the Planning Authority to clarify how many planning applications have been approved for residential development in Kirkbymoorside parish in relation to the government requirement for additional housing and whether the number of houses granted planning permission are factored into the Ryedale Plan figures before build. The Town Council are seeking clarification on how the planning process works with regards to determining need within the locality and satisfying the government requirements for more housing.

A. The Ryedale Plan establishes a housing figure of a 300 new homes at the town between the period 2012-2027.

Homes built within that period, planning permissions (yet to be built) and land allocations for new housing account for 339 new homes (at 31 March 2020, these figures will be updated after 31 March 2021)

Assuming all of the permission and land allocations are built out, the plan figure will be met/ slightly exceeded. Plan housing requirements are not caps or ceilings so requirements being met would not in itself prevent other sites coming forward or justify the automatic rejection of other sites that may come forward. It would however, be a material consideration in the determination of any future applications for housing development at the town.

b. To review planning applications:

1. 21/00518/MOUT | Hybrid Planning Application comprising 1) Application for full planning permission for the erection of a commercial building for the immediate expansion of Sylatech (Phase 1), together with the reorganisation of the existing car park, formation of new access from West Lund Lane, parking and landscaping. 2) Full planning permission for the erection of 67no. dwellings comprising 11no. four bedroom dwellings, 42no. three bedroom dwellings and 14no. two bedroom dwellings, together with new access from West Lund Lane and associated parking, landscaping and drainage works. 3) Outline planning permission for the extension of the first phase building (Phase 2) with further commercial development to the East of West Lund Lane (Phase 3). Approval sought for access only. 4) Full planning permission for works to West Lund Lane and the former railway bridge. | Land East Of West Lund Lane Kirkbymoorside

Residents Observations

I am writing to object to planning application reference: 21/00518/MOUT, development of Sylatech and land east of West Lund Lane Kirkbymoorside.

My concerns are as follows:

1. The character and appearance, feel and nature of Kirkbymoorside is changing drastically with the Manor Woods estate, and Swineherd Lane developments. Further development of this kind does not favour community cohesion.

2. Consideration needs to be given to the mixture of residential and industrial buildings in this area. Over development and overbearing housing estates do not add to the attractiveness and appearance of Kirkbymoorside for both its townsfolk, visitors and new comers. Kirkbymoorside is identified in the Local Plan as a relatively small and busy local market town which should retain its individual and unique identity.
3. Removal of a popular walk (Ings Lane, Gawtersyke Lane, West Lund Lane) for local residents, which offers an open and recreational space. To remove this walk impacts negatively on the quality of the area.
4. Development south of the A170 means residents will need to cross the busy A170 to access services. This will in time mean that a bypass for Kirkbymoorside may be needed.
5. Ryedale Local Plan requires 300 homes to be built within development limits by 2027:
 - Westfields 225
 - Swineherd Lane 35 + 6
 - Keld Head Close 18Total 284
 - Extant Permissions – Wainds Field, Russels site.Why is there a 'need' to build a further 67 homes?
6. The potential to link Kirkbymoorside with other North Yorkshire Moors fringe towns and villages via the former railway line may be lost.
7. West Lund Lane is currently a single lane with very little traffic. To add traffic flow will cause vehicle congestion.
8. The development creates the potential for a vehicle short cut to West Lund Lane via Ings Lane which already has traffic issues with Forum and Marshalls traffic, parked cars, a narrow road space, bends and excessive speed.
9. The Local Plan states limited sewerage capacity in areas to the west and south of the town, issues re surface water drainage and flood risk.
10. Kirkbymoorside Policies Map November 2018 – Expansion land for existing employers indicated. Part of this residential development encroaches into this land.
11. Height of the new Sylatech building at 7m. How will this impact on the skyline view for Kirkbymoorside?

References:

Kirkbymoorside Policies Map, November 2018

The Ryedale Plan, local plan sites adopted June 2019

Kirkbymoorside Background Paper, October 2017

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Response to planning application No. 21/00518/MOUT in respect of the development of Sylatech and Land to the east of West Lund Lane, Kirkbymoorside.

Please find below a summary of our response and detailed reasoning:

Summary

Phase 1 and 2 expansion of Sylatech – support with proviso that **ALL** access, including for building work, is through the existing entrance on A170

Proposed residential development – **OBJECT**

Phase 3 proposed further commercial development – **OBJECT**

Carriageway widening and old railway bridge infill - **OBJECT**

Our reasoning is detailed below.

1. Response to public consultation

With reference to the Statement of Community Involvement (document 2163926), of 50 responses, only 3 were in favour of the proposed development. A further 11 were in favour solely of the expansion of Sylatech but against the residential proposal. Therefore 47 out of 50 were against the residential proposal.

2. No need for more housing

There are already 225 homes being built on Westfields to the west of the Town, a further 32 to the north of Wainds Field and 45 proposed off Swineherds Lane. If, as the statement of community involvement document 2163926 states, the District Policy SP2 directs 300 (10% of the 3,000) new homes for the area over the plan period, that number is already met. How many of these new homes are being restricted to existing Ryedale residents or those working in Ryedale, or are the developers merely encouraging an exodus from the surrounding cities? The population of Kirkbymoorside will already be increasing by around 30% without this proposed development.

3. Increased traffic

Much of the dismissive responses to genuine concerns in document 2163926 relate to the traffic issues. The Transport Assessment is a statistics based study and has little to do with reality. The A170 is a busy route, and at peak times it can take several minutes for adequate space to exit West Lund Lane. If the predicted additional 90 journeys for the proposed development are taken into account, it could take an hour for those vehicles to exit. How can this be described as operating within capacity across all scenarios.

4. Bridge Infill

The bridge survey and photographs were obtained illegally with contractors climbing over a fence and entering private property without consent. The photograph showing the west side of the old bridge and private land on the plan is therefore also being published without consent. We have had no contact from the company regarding how the infill of the bridge will be accomplished or requests for access – which of course will NOT be granted. The old cutting that

forms part of our property is being cultivated as an orchard and the backdrop of the old bridge would be ruined.



Referring back to comments made previously, and the excerpt from Sylatech design and access statement below, the bridge will not need strengthening if no commercial traffic will be taken down West Lund Lane.

The new factory access via West Lund Lane will be used by customers and guests only and there will be a limited number of parking spaces to match this requirement. A dedicated and segregated access is vital to impress Sylatechs customers by providing access to our new world class facility via an entrance which matches the overall building quality. There will be no goods vehicles accessing the site via West Lund Lane and all staff and deliveries will access the site via the existing A170 entrance. There are no night-time deliveries to the premises.

5. Carriageway widening

There are inconsistencies in the community involvement document. The document states that the proposed factory access onto West Lund Lane will only be used as vehicular access for visitors. Further on it states it is not proposed to take commercial traffic down West Lund Lane. Why then, are there plans to increase the carriageway to 5.5m, sufficient for 2 large goods vehicles (ref Transport Assessment document 2163934 para 2.2.12).

The reason, albeit hidden, is that commercial vehicles would be anticipated to access the proposed phase 3 units down West Lund Lane in the future.

The strip of land and hedgerow on the west of West Lund Lane immediately south of the old railway bridge is owned and maintained by us. We have also maintained the grass verge as the previous owners had done so – and the council have never done any maintenance since we have lived here. In addition planting of daffodils has been done by residents.



The plans do not detail how the carriageway will be widened but we object to any loss of verge on the west side.

Another comment in document 2163926 is that the works will improve traffic conditions on West Lund Lane to the benefit of the wider community by providing carriageway widening – there is more benefit for the wider community with no development, therefore no carriageway widening is necessary.

6. Pre-planning application enquiry

The application falls within Ryedale District Council's definition of a major development. As such, a pre-planning application submission was sent to the Council, Ref. Appn No. 20/00030/PREAPP.

The written response from the Council dated, 21st February 2020, advised that if an application is to be submitted for the hybrid commercial/residential development, it would be necessary to demonstrate that the other material considerations accompanying the application are sufficient to justify a planning decision that is contrary to the adopted development plan, when read as a whole.

What other material considerations did the council consider necessary and have they been met? I can't find anything in the planning application that specifically answers this question and giving proof. As has been noted previously in the public consultation, the Ryedale Plan shows this piece of land as commercial expansion only.

7. Schools

Will Kirkbymoorside Primary School be able to cope with the potential increase in school children, especially as it is now land-locked by the Westfields development, preventing expansion?

Ryedale School is bursting at the seams. The school hall is only large enough for GCSE examinations as some students with access arrangements sit their exams in various classrooms. The only other option for secondary schooling will be to bus children to Lady Lumley at Pickering.

8. Doctor / Dentist services

These services are at, or near, capacity as it is, even before the current builds are occupied. We have heard from many patients of a 4 week wait to see a doctor (often 2 to 3 weeks just for a telephone consultation) and there is a waiting list for new NHS dental patients.

On page 12 of document 2163926 it states that there is no indication that existing services cannot cope with a 'limited' amount of additional development. Where is the evidence? There are no documents to support this statement. This proposed further residential development would add around another 200 people putting even more strain on the services. This is in addition to the estimated 800+ from the other developments.

9. Kirkbymoorside as an attractive market town

The beauty of Kirkbymoorside is that it retains a small market town feel and is largely unspoilt. With ever increasing development, turning it into an urban sprawl is so short sighted. It will become undesirable and cease to be a nice place to visit. It will have the houses but without the infrastructure of a Pickering or Helmsley. Far from helping the businesses in the town, most newcomers will commute to Malton or Thirsk for shopping.

10. Creation of jobs

One positive comment relates to job opportunities for the area. Will this actually be the case or would it just mean more commuting for people from outside Ryedale? What percentage of existing employees live in the immediate area? The whole development is only adding 55 jobs over the next 5 years. Will Sylatech offer apprenticeships for local school leavers?

The application by Sylatech and the planning company DPP appears to disregard the concerns of the local residents but concentrates on the possibility of creating employment in the area, although a small number. It is clear that the only reason for the residential development is solely to finance the expansion of Sylatech. The objections of local residents and the concerns of the extra traffic on West Lund Lane has been minimised although the application gives an increase of about ninety vehicles a day. This does not take into account the delivery needs of sixty seven houses and families or the number of cars per household. Parking on West Lund Lane is at a premium at present with not every house having access to off street parking.

The housing development is not a clear need in the Town due to the existing housing developments already in progress. The proposed site is not on any Town plan which is already over the proposed limit for residential development. The use of West Lund Lane by the local community is a resource which is invaluable to walkers, dog exercise, joggers and cyclists who can safely take exercise on the circular route coming out on Ings Lane. It has been a crucial part of local safe walking during the present Covid restrictions. Sylatech proposes a footpath to meet the existing short footpath on West Lund but would not take into account the extra traffic , farm traffic and the exits proposed for Sylatech and the housing development.

The green agenda put forward by the government is completely forgotten by the destruction of habitat for wildlife including Owl, Newts and other small animals. Access to small holdings to land off West Lund Lane has also been disregarded which will cause more difficulties to farmers and traffic. Although the exit to the residential development is stated to be on West Lund Lane it would be foolish to think that an easier route

on the narrow Gawtersyke Lane would not be taken from the new development when accessing the new local Co op store or the town centre.

To list my objections to this proposal I would state:

- 1, Environmental impact from the destruction of green belt land and the wildlife.
- 2, Over development of the Town plan.
- 3, Traffic congestion and pollution.
- 4, Destruction of a safe recreational facility.
- 5, Devaluation of local property.
- 6, Access to the main road at a staggered junction where adults and children cross the A170.
- 7, The use of an unneeded residential estate to finance a private companies expansion plans which will take away more from the local community than it gives back in benefit.
- 8, Decrease in air quality for the local area and residents already affected by smells in the Summer from Sylatech and its industry.
- 9, The burden placed on an historic railway bridge by an increase in traffic which is not solved by filling it with concrete.
- 10, The concreting of green belt land will not assist the potential flooding risk of an ancient wetland area.

Subject: Planning Application 21/00518/MOUT

Regarding the above application. With the ongoing developments in Kirkbymoorside. Manor Woods 225 houses. Wains Field 32. West Lund Lane 67. A Total of 369 houses. About 1200 people. and about 400 cars. The Present infrastructure is at its capacity. Its getting very difficult to get a Telephone conversation never mind being able to see a doctor. Its impossible to register for a dentist. Whats it going to be like when another 1200 people descend on the town. Besides the doctors and dentist there is insufficient spaces at the schools With the extra 400 cars there will be nowhere to park. How will the elderly people who need to get into town cope. There will be long queues outside the Post office and chemists, where people have to queue out in all weather etc. As Regards the extra traffic. When you walk along the A170. you can smell The fumes from every car. whats it going to be like when all the cars are queuing with there engines running. Its very difficult to get onto the A170 never mind trying to get onto the opposite side of the road. In the summer it's about impossible to leave West Lund Lane. the only way to do it is to turn left and immediately right on to West Lund that's when someone lets you in. You then have to travel through town to the roundabout to turn left towards Pickering. whats it going to be like With the extra 400 cars. With proposed development on West Lund Lane. Cars are going to be queuing back from the A170. A few cars have no off road parking so have to park on the road. This creates another bottleneck. It will be very difficult to leave from Parker's Mount. Its all going to be a complete disaster. Life in Kirkbymoorside is never going to be the same again. Its destroying everything.
