

# 6

**15/00325/FUL**

**Redevelopment of garage to provide convenience store, ATM, customer car park and associated petrol filling station  
at Greaves Garages Ltd., 36 Garbutts Lane, Hutton Rudby North Yorkshire  
for James Hall and Company.**

## **1.0 SITE DESCRIPTION AND PROPOSAL**

1.1 Consideration of this application was deferred at the Planning Committee meeting of 25 June 2015 for further assessment and advice regarding the movement of vehicles and pedestrians within the site.

1.2 In response, the applicant has submitted additional details showing measures to enhance awareness of reversing vehicles. These comprise:

- Bollards with flashing beacons sited on the corner of the entrance to the filling station and on the opposite corner;
- Metal railings to replace proposed acoustic fencing for a length of 2.5 metres at the entrance to the filling station, with the aim of improving inter-visibility;
- A pedestrian route between a proposed pedestrian refuge at the front of the shop car park, and the front corner of the filling station;
- A marked pedestrian route across the front of the shop car park; and
- Moving the 'offset fill' (this is essentially the filling point for the petrol tanks) facility to the northern, roadside, boundary.

These matters are the subject of advice from an independent traffic consultant engaged by the Council set out in paragraphs 5.9 to 5.11 below.

1.3 The site includes a single storey garage/car showroom with hardstanding at the front which is open to the road way. Overall dimensions of the existing buildings are 21m x 20m. To the north west there is a detached car park of dimensions 42m x 23m (average) with an access on the east side. The detached car park is bounded by a metal railing fence and a hedge boundary to an adjacent marked public right of way, which runs along the outside of the existing fence.

1.4 Between the forecourt of the building and the detached car park, a southward access serves 3 houses at the rear. There is a further access drive westwards from the entrance, serving two properties at the rear of the car park.

1.5 The property immediately to the east of the main site is 34 Garbutts Lane, where there is a dwarf wall and high fence along the boundary of the front garden with the application site. Immediately to the west of the car park, there is a single dwelling, Apple Tree House. Apple Tree House has a well-developed hedge, approximately 1.7 metres high, on the boundary with the existing detached car park.

1.6 There is residential property opposite the site. A new development of 16 houses is underway to the west of Apple Tree House, on Garbutts lane. The development is intended to include an extension of the footpath across the front of Apple Tree House and the garage car park.

- 1.7 The location is at the western edge of Hutton Rudby, on the road towards Crathorne and the A19.
- 1.8 The proposal is to redevelop the site to provide a convenience supermarket with overall dimensions of 21m x 21m with a sales area of 282 sq. m and associated stock room/office/prep area. The building is proposed to have a dual pitched roof over the east side and a mono-pitch on the west side.
- 1.9 External materials of the shop are brick (red multi) and the main roof is to be concrete tile (Redland Richmond 10, colour slate grey). The mono-pitch roof is proposed to be profiled sheeting, behind a brick parapet at the front. The main shop frontage facing the road has tall windows running to the apex of the gable and set on a brick plinth.
- 1.10 The proposed building is offset from the east boundary of the site by approximately 1 metre. At the rear there is a plant area measuring 8m x 2m where a 2 metre high acoustic fence would enclose extractor plant. An existing hedge along the rear boundary would be trimmed and lopped down to a maximum 2m in height.
- 1.11 The west boundary of the forecourt as proposed has a dwarf wall boundary for the first 12 metres back from the road frontage, with additional close boarded timber fencing (maximum height 2.3 metres), for the remainder. On the east boundary, the existing wall at the side of the building would be reduced in height to 2 metres and capped to form a boundary with 34 Garbutts Lane.
- 1.12 At the front of the proposed shop the existing forecourt would be laid out for 11 car parking spaces, including pedestrian islands at the front.
- 1.13 Also proposed is a small petrol station facility on the existing detached car park. Two pumps are proposed, positioned at the centre of the existing car park site. The pumps would have a small canopy over, 5.4 metres long and 2 metres wide, with a simple mono-pitch inclined towards the north (roadside). The maximum height of this structure would be 3.9 metres. The front face of the canopy would be tiled.
- 1.14 The boundary of the filling station area is intended to retain screen planting. Acoustic fencing is proposed on the west boundary and south boundaries.
- 1.15 The proposed lighting includes 5 metre high LED lighting columns (7 in total) including 2 on the street frontage of the petrol station, one each on west and south boundaries, and 3 in total on the forecourt parking area, 2 of which would be cowled to reduce light spillage. Lights are proposed over the pumps and one on the front face of the building.
- 1.16 As the application has progressed, variations to parking and access arrangements have been considered. As now presented the access point to the detached car park is widened, and the scheme includes 11 car parking spaces (1 disabled), and provision for bicycles, on the forecourt of the proposed shop, an additional 3 car parking spaces for customers in the north east corner of the proposed garage site, and a further 6 spaces on the west boundary of the proposed garage site, the plans show that these are intended for staff. As noted above (paragraph 1.1), the offset fuel fill is located on the north boundary of the site, behind a solid wall 2 metres high and 4 metres long.

## **2.0 RELEVANT PLANNING AND ENFORCEMENT HISTORY**

- 2.1 None.

### **3.0 NATIONAL AND LOCAL POLICY**

3.1 The relevant policies are:

Core Strategy Policy CP1 - Sustainable development  
Development Policies DP1 - Protecting amenity  
Core Strategy Policy CP3 - Community assets  
Development Policies DP5 - Community facilities  
Core Strategy Policy CP4 - Settlement hierarchy  
Core Strategy Policy CP17 - Promoting high quality design  
Development Policies DP32 - General design  
National Planning Policy Framework

### **4.0 CONSULTATIONS**

4.1 Parish Council -. The Council request a site visit. The Council are in favour of the application for the convenience store but recommend refusal for the petrol station. There are concerns over the traffic management and road safety including the route in and out for cars and petrol tankers. There should be clear delineation between where cars and pedestrians will travel and a clear curtilage of the site. The petrol station would cause light pollution and disturbance to nearby residents. Residents' right of way should be protected. There should be adequate security surrounding the ATM. More car parking spaces should be provided. Opening hours seem to be too long and should be curtailed. The Council suggests that the developer pays for some traffic calming in this area. The Council had previously contacted NYCC to ask that the 30 mph limit on Garbutts Lane be moved further back towards Campion Lane.

4.2 Highway Authority – the Authority's first response, dated 7 May 2015, recommended refusal:

- i. The Planning Authority considers that the proposed delivery arrangements to the development would interfere with the free flow of traffic on Garbutts Lane and with consequent danger to highway users.
- ii. The Planning Authority considers that in the absence of adequate on-site parking space the proposed development would be likely to result in vehicles being parked outside the site on Garbutts Lane to the detriment of the free flow of traffic and road safety.

4.3 Prior to the June Planning Committee, the Authority made observations, without prejudice, on traffic movements on private land within the site. These expressed concerns about reversing manoeuvres and potential conflict with users of the filling station, shop and pedestrians.

#### NYCC Highways updated response

There are several highways issues in relation to the proposed development from the Highway Authority, which can be summarised as follows:

#### Parking available on the site for customers and staff

The plans as originally submitted showed a total of 13 spaces to serve the development. At that time the level of parking was considered unacceptable by the Highway Authority and this was part of the recommended reasons for refusal on the previous recommendation. Since then there have been further plans and a supporting statement submitted showing 21 spaces comprising of 11 to the front of the store, 3 near the entrance to the filling station forecourt and a further 7 to the

western boundary of the site. There is a concern that there will be times that there will be parking on Garbutts Lane however given the revised provision a refusal based on the level of parking would be difficult to sustain.

It is however recommended that a scheme is submitted that will promote the use of these spaces and that staff should be encouraged to park away from the store leaving the spaces in front for customers.

#### Delivery for service vehicles

The applicant's transport statement indicates the following frequency for deliveries to the site:

- 6 fresh/chilled produce deliveries per week (Monday to Saturday) by articulated HGV;
- 1-2 ambient stock deliveries per week (Monday to Saturday) by articulated HGV;
- 6 bread deliveries per week (Monday – Saturday) by small HGV/LGV;
- Daily newspaper deliveries by transit van; and
- 1 petrol tanker visiting the filling station per week.

Previously the turning manoeuvres associated with the deliveries were not acceptable to the Highway Authority as these involved reversing manoeuvres either onto or directly adjacent to the highway. The applicant's agent has rearranged the delivery arrangements to the site and highlighted further information from Manual for Streets and Manual for Streets 2 in support of some of the manoeuvres that do not need to be fully accommodated. Given that this is national advice, which would be referred to in any appeal, the Highway Authority considers that a refusal would be difficult to sustain in terms of highway safety. There will be reversing manoeuvres on the shared private area in front of the proposed convenience store however as this is private land and outside of the Highway Authority's control. A condition is recommended to restrict any HGVs reversing on and off the highway at that location.

The proposed convenience store and petrol filling station will increase the trips to and from the site. The Applicant's Transport Statement raises no issues in terms of highway capacity and it is therefore not considered that the traffic generation of the convenience store or the petrol filling station will cause any significant issues on Garbutts Lane.

There is a concern with regard to the visibility that is available at the existing access however this can be improved by the removal of the hedgerow and vegetation that exists to the west. Also in consideration to the new development to the west of the site and the new footway that is conditioned as a part of permission 13/02666/FUL, it is recommended that a condition is attached which will improve the pedestrian facilities in that ar.4 Further was sought following receipt of additional details on 17 July but none has been forthcoming and independent consultancy advice has been taken instead.

- 4.4 NYCC Rights of Way - Plan provided showing actual and claimed public right of way. An informative note is requested: (i) there shall be no obstruction to footpaths; and (ii) a claimed Public Right of Way is in hand and this should not be obstructed.
- 4.5 NYCC Trading Standards (inc. petroleum) – has engaged directly with applicant, including revisions to scheme. As amended, happy with the arrangement for the offset fills.
- 4.6 Environmental Health Officer - No objection, subject to opening hours being restricted to between 07:00 and 22:00. It is suggested that external plant be at ground level to

minimise noise impact on residents of Glenavon. The mitigation measures set out on page 30 of the applicant's noise report should be followed.

- 4.7 CPRE - the application should be approved as the site is within village boundaries and would be a useful facility for Hutton Rudby. This facility will provide better parking and an improved shop.
- 4.8 Ramblers - no objection (comment that path along the frontage is below standard, particularly its width at the garage end).
- 4.9 Northumbrian Water - no objection.
- 4.10 Police Architectural Liaison Officer - Comments that this is a low crime and disorder area. Links provided on advice to maximise security including provision of CCTV, security for cash machines and cash in transit, security lighting, alarms. Comment on security for staff vehicles parked away from the shop, and provision for bicycles recommended. A Secured by Design scheme is recommended and a condition requested to secure this.
- 4.11 Environment Agency - We will not be providing detailed site-specific advice or comments regarding groundwater issues for this site. We recommend that the developer addresses risks to controlled waters at the site, following the requirements of the National Planning Policy Framework and the Environment Agency 'Guiding Principles for Land Contamination'.
- 4.12 Neighbour observations:

Objections (summarised) to original proposal

- Highway safety concerns including: access and visibility, additional traffic, speeds along the existing road and insufficient parking. Risk to pedestrians crossing the frontage. Turning issues for tankers.
- Noise - particularly from plant room and query regarding the analysis submitted. Also traffic noise.
- Light pollution. No assessment provided
- Potential for anti-social behaviours associated with hanging around ATM.
- Nuisance - Litter. Refuse collection - risk of pests. Pollution to watercourse.
- Construction phase - no details
- Location less convenient than existing shop. Shop size much larger than existing - wider impact than existing
- Queries whether all land owners consulted. Lack of Post Office facilities. No assessment of need for petrol station - could become a disused eyesore. Opening hours - 7 till 10 sufficient for present shop
- Site better suited to housing

Further comments following amended plans received 17 July 2015

- Ownership issues and rights of access.
- Consultations required to Licencing Authority, HSE and EA
- Illustration does not show pedestrian access from Broadacres Development along bridleway.
- Attention to access from Levendale.
- Risk from major hazard pipeline.
- Disturbance from engine noise, fumes and reversing warning hazard sirens. Manoeuvres will block access.
- Conjunction of accesses to two developments, local houses and public

- footpath. Visibility of cars entering and exiting fuel site.
- Measures proposed token gestures unlikely to have significant effects in reducing risks.
  - Petrol station should be removed from proposal.
  - Risk of collisions from vehicles approaching the petrol station at speed and late sight of vehicles pulling out of car parking in front of the store.

Support (summarised)

- Better alternative to existing shop - beneficial to retain a shop in the village. Alternative would be to become a dormitory.
- Will remove congestion, including parking problems in the village centre + Conservation Area.
- Urgent decision required.

## 5.0 OBSERVATIONS

5.1 The site is within the settlement limits of a service village, and the proposal has the potential to be acceptable in terms of CP1 and CP2. As a shop and petrol filling station, the proposal is a type of community facility supported by Policies CP3 and DP5, in so far as they constitute an important contribution to the quality of local community life and the maintenance of sustainable communities. The development is therefore considered to be acceptable in principle, and the issues to consider will be design (CP17, DP32), amenity (CP1, DP1), and highway safety issues.

5.2 The retail element of the development is CIL liable.

### Design

5.3 The proposed shop building is similar in character to the existing development. It presents a higher profile to the public view from Garbutts Lane, but particularly taking into account its set-back position, and the use of brick materials on the public face, it will be an acceptable fit with the local surroundings.

5.4 The proposed petrol facility is within an existing car park, which currently has an urbanised character. The proposed pumps and associated canopy are modest in size. The proposed canopy is the minimum to serve the purpose and with its tiled finish, would be a relatively unobtrusive feature in the wider surroundings.

### Amenity

5.5 Subject to opening hours, which can be controlled by condition, it is considered the general activity associated with the shop use is broadly compatible with the residential surroundings.

5.6 The specific issue of noise associated with plant at the rear of the building has been considered closely. A noise report was submitted and after detailed consideration, including specific points raised by a close neighbour at the rear, the Councils Environmental Health Officers are satisfied that the scheme as submitted would comply with the relevant standards and the proposed mitigation measures are acceptable.

5.7 Lighting details have been supplied and considered and have been confirmed as being within the relevant standard to protect neighbouring properties from obtrusive lighting.

- 5.8 In conclusion, the shop development is considered acceptable in principle, design and amenity.

Car parking, access and highway safety

- 5.9 The original plans made provision for off street parking for 14 cars for customers. This has now been increased to a total of 21 spaces. The Highway Authority's published standards (2003) indicate that for a neighbourhood supermarket in a rural area (which is considered appropriate to this proposal, as a village shop facility), the number of spaces should be 1 per 30 sq.m gross floor area which would equate to a need for 14.7 spaces, and this standard is more than achieved in the current scheme. The applicant has submitted a detailed supporting statement for their parking provision including 'parking accumulation' analysis for equivalent stores and state that provision of 11 spaces would suffice. The proposed amended scheme has now made sufficient car parking provision to ensure that the likelihood of parking on the highway is minimised and the required off street parking standards are considered to be met.
- 5.10 The applicant has provided swept path analysis of typical vehicles to service the fuel facility and the shop, from and to the west (A19) direction. Tracked movements have been provided for truck and HGV vehicles to serve the shop, by means of reversing to the front face of the shop and for an articulated vehicle to serve the fuel pumps.
- 5.11 The safety of access by various vehicle types necessary to service the building and the provision of parking has been a concern of the Highway. The Highway Authority is now satisfied that the revised scheme would not have any significant detrimental impact on highway safety subject to standard conditions and a condition to ensure that parking spaces are used effectively.
- 5.12 Of principal concern at the time of the earlier deferral was the question of on-site pedestrian and traffic safety. The Highway Authority considered that as these matters did not impact directly on the operation of the highway they could not advise the Local Planning Authority but raised concerns about the potential on-site conflicts between different users and HGVs.
- 5.13 In the absence of further advice from the Highway Authority, the Local Planning Authority has taken third party advice from JMP consultants who have carried out work on behalf of Highways England in the past. In discussion with JMP some further minor modifications to the layout have taken place in order to achieve what is now considered to be a satisfactory arrangement when combined with on-site management methods. When taken together JMP consider that the risks involved in terms of the potential conflicts between users are satisfactorily mitigated. The following additional mitigation measures are proposed:

Reversing Beacons: These will be flashing amber beacons which will be activated to provide other users of the access road (i.e. resident vehicles) warning that HGV servicing vehicles may be reversing across the access road in order to access the servicing bay. It is proposed that the delivery driver will contact the store prior to arrival (as is the case with fuel deliveries) so that the flashing beacons can be activated using a control switch located in a convenient position within the store. The flashing beacons supplemented by the signage identified below would alert drivers and advise them to proceed with caution. As you note, vehicle speeds should be relatively low in any event.

Mounted Mirrors: A convex mirror is to be erected to the left of the PFS entrance – to assist residents see HGVs which may be reversing across the access road and also

to assist drivers of servicing vehicles, emerging from the servicing bay, to see residents vehicles which may be approaching from the left.

Signage: Warning signs to be erected with the wording "Caution – HGVs reversing when lights flash" to complement the presence of the flashing beacons.

Additional Surface Markings: The suggested zebra crossings would be implemented to highlight the suggested pedestrian routes for both pedestrians and drivers alike. No additional road markings on the access road are proposed as much of the access road is not within the ownership of the developer so additional warning markings would not be possible.

Reduced Height of Boundary Wall to the Loading Bay: A revised Architects drawing which shows reductions in the boundary wall.

- 5.14 In conclusion, the consultant advises that the applicant has gone to great lengths to mitigate the potential risks of on-site user conflict, along with addressing the concerns of the Highway Authority in terms of vehicle manoeuvres, parking and access issues. The conclusion of the independent consultant is that these measures adequately mitigate the risks involved and officers recommend approval of the scheme.

## **6.0 RECOMMENDATION**

- 6.1 That subject to any outstanding consultations the application be approved subject to the following conditions.
1. The development hereby permitted shall be begun within three years of the date of this permission.
  2. The permission hereby granted shall not be undertaken other than in complete accordance with the drawing(s) numbered P-03 Rev F; P-05 Rev F; P-06 Rev J received by Hambleton District Council on 20 February 2015 and 12 June 2015 unless otherwise approved in writing by the Local Planning Authority.
  3. Opening times of the shop shall be between 07:00 and 22:00 only.
  4. External plant shall be restricted to the number and detail of equipment set out in paragraph 6.4.1 of Miller and Goodall Noise Assessment received by Hambleton District Council 20 February 2014. The equipment shall be installed at ground level, and shall not be operated unless all the mitigation measures contained in the Miller and Goodall Noise Report on page 30 are installed and are maintained to full operational capacity.
  5. The development shall not be commenced until a detailed landscaping scheme indicating the type, height, species and location of all new trees and shrubs, has been submitted to and approved by the Local Planning Authority. No part of the development shall be used after the end of the first planting and seeding seasons following the approval of the landscaping scheme, unless the approved scheme has been completed. Any trees or plants which within a period of 5 years of planting die, are removed, or become seriously damaged or diseased, shall be replaced with others of similar size and species.
  6. There shall be no access or egress by any vehicles between the highway and the application site until full details of any measures required to prevent surface water from non-highway areas discharging on to the existing or proposed highway together with a programme for their implementation have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.



The works shall be implemented in accordance with the approved details and programme.

7. Unless otherwise approved in writing by the Local Planning Authority, there shall be no excavation or other groundworks, except for investigative works, or the depositing of material on the site in connection with the construction of the access road or building(s) or other works hereby permitted until full details of the following have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority: a. vehicle access; b. visibility splays at the access; c. a scheme to facilitate pedestrian movements; d. a scheme to promote the use of the car parking spaces within the site.
8. No part of the development shall be brought into use until the approved details approved under condition number # are available for use unless otherwise approved in writing by the Local Planning Authority. Once created these items shall be maintained retained for their intended purpose at all times.
9. Notwithstanding the provision of any Town and Country Planning General Permitted or Special Development Order for the time being in force, the areas shown on drawing no. P06 for parking spaces, turning areas and access shall be kept available for their intended purposes at all times.
10. There shall be no access or egress by any vehicles between the highway and the application site until details of the precautions to be taken to prevent the deposit of mud, grit and dirt on public highways by vehicles travelling to and from the site have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. These facilities shall include the provision of wheel washing facilities where considered necessary by the Local Planning Authority in consultation with the Highway Authority. These precautions shall be made available before any excavation or depositing of material in connection with the construction commences on the site and be kept available and in full working order and used until such time as the Local Planning Authority in consultation with the Highway Authority agrees in writing to their withdrawal
11. No Heavy Goods Vehicles associated with the development shall reverse from the highway into the site
12. Unless approved otherwise in writing by the Local Planning Authority there shall be no establishment of a site compound, site clearance, demolition, excavation or depositing of material in connection with the construction on the site until proposals have been submitted to and approved in writing by the Local Planning Authority for the provision of: a. on-site parking capable of accommodating staff and sub-contractors vehicles clear of the public highway; b. on-site materials storage area capable of accommodating all materials required for the operation of the site. The approved areas shall be kept available for their intended use at all times that construction works are in operation.
13. Surface water draining from areas of hardstanding shall be passed through an oil interceptor or series of oil interceptors, prior to being discharged into any watercourse, soakaway or surface water sewer. The interceptor(s) shall be designed and constructed to have a capacity compatible with the area being drained, shall be installed prior to the occupation of the development and shall thereafter be retained and maintained throughout the lifetime of the development. Clean roof water shall not pass through the interceptor(s). Vehicle washdowns and detergents shall not be passed through the interceptor.

The reasons for the above conditions are:

1. To ensure compliance with Sections 91 and 92 of the Town and Country Planning Act 1990 and where appropriate as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
2. In order that the development is undertaken in a form that is appropriate to the character and appearance of its surroundings and in accordance with the Development Plan Policies CP16 and DP32.
3. In the interests of the amenity of nearby residents in accordance with Local Development Framework Policy CP1 and DP1.
4. In the interests of the amenities of neighbouring occupiers, in accordance with Local Development Framework policies CP1 and DP1.
5. In order to soften the visual appearance of the development and provide any appropriate screening to adjoining properties in accordance with Local Development Framework Policy CP16 and DP32.
6. In accordance with policy CP2 and DP4 and in the interests of highway safety.
7. In accordance with policy CP2 and DP4 and to ensure appropriate on-site facilities in the interests of highway safety and the general amenity of the development.
8. In accordance with policy CP2 and DP4 and to provide for appropriate on-site facilities in the interests of highway safety and the general amenity of the development.
9. In accordance with policy CP2 and DP4 and to ensure these areas are kept available for their intended use in the interests of highway safety and the general amenity of the development.
10. In accordance with policy CP2 and DP4 and to ensure that no mud or other debris is deposited on the carriageway in the interests of highway safety.
11. In the interests of highway safety.
12. In accordance with policy CP2 and DP4 and to provide for appropriate on-site vehicle parking and storage facilities, in the interests of highway safety and the general amenity of the area.
13. To reduce the risk of pollution to the water environment

### **Informatives**

1)The Environment Agency provides the following information.

Materials and chemicals likely to cause pollution should be stored in appropriate containers and adhere to Pollution Prevention Guide 26 for the storage of drums and intermediate bulk containers.

Any facilities, above ground, for the storage of oils, fuels or chemicals shall be sited on impervious bases and surrounded by impervious bund walls. The volume of the bunded compound should be at least equivalent to the capacity of the tank plus 10%. All filling points, vents, gauges and sight glasses must be located within the bund.

The drainage system of the bund shall be sealed with no discharge to any watercourse, land or underground strata. Associated pipework should be located above ground and protected from accidental damage. All filling points and tank overflow pipe outlets should be detailed to discharge downwards into the bund.

Appropriate procedures, training and equipment should be provided for the site to adequately control and respond to any emergencies including the cleanup of spillages, to prevent environmental pollution from the site operations.

We advise that polluting materials and chemicals are stored in an area with sealed drainage

2) No works are to be undertaken which will create an obstruction, either permanent or temporary, to the Public Right of Way adjacent to the proposed development.

Applicants are advised to contact the County Council's Access and Public Rights of team at County Hall, Northallerton via [paths@northyorks.gov.uk](mailto:paths@northyorks.gov.uk) to obtain up-to-date information regarding the line of the route of the way. The applicant should discuss with the Highway Authority any proposals for altering the route.

3) Notwithstanding the submitted plan, no works are to be undertaken which may create an obstruction, either permanent or temporary, to the route of the claimed Public Right of Way. Applicants are advised to contact the County Council's Access and Public Rights of team at County Hall, Northallerton via [paths@northyorks.gov.uk](mailto:paths@northyorks.gov.uk) to obtain up-to-date information regarding the line of the route of the way. The applicant should discuss with the Highway Authority any proposals for altering the route.