

**Preston under Scar Parish Council**  
**East End Development - Presentation to RDC Planning Committee 6th September 2017**

Through the Chair

On behalf of the Parish Council and the residents of Preston under Scar, thank you for this opportunity to highlight our views and concerns regarding the proposed development. It is important to note that these views and concerns are not just those of the Parish Council but reflect the views of the residents, some of whom have responded directly to the Council,

Preston under Scar is a small village situated in a conservation area on the north side of Wensleydale and approximately 3 miles west of Leyburn. The village is at a height of some 200 meters and is exposed to the prevailing wind and some of the harshest of Wensleydale's weather. There are 77 houses of which 55 are permanently occupied, some 16 are second homes/holiday cottages, and 8 are presently unoccupied. The village has approximately 100 permanent residents. The village has no amenities, no shops, no pub. The nearest shops and schools are in Leyburn and the nearest doctors are in Leyburn or Aysgarth. Consequently we are dependent on transport for all of our needs, and not surprisingly cars are the transport of choice as the public service bus is infrequent.

The Parish Council has had the opportunity to meet with the Planning Officers and the Architect to discuss the proposal and has twice formally responded to this application, both times we have objected to it:

We object on the grounds of over development - the construction of 6 new houses on the small site would be an inappropriate scale of development and detrimental to the character and landscape setting of this part of the village. A view which we share with CPRE.

We object on the grounds of highway safety. The site entrance/exit is on Mill Lane which is a single track road with few passing places and only a narrow, usually over grown, verge with a steep drop on its south side as a refuge for pedestrians. The Lane is used by vehicles of all sizes including large trucks, farm vehicles and tractors often with trailers, the Little White Bus service, as well as cyclists, walkers, horse riders. Satellite Navigation systems usually direct visitors along Mill Lane and it is not uncommon to see large trucks trying to negotiate it. Highway's suggested modifications of the exit may indeed improve sight lines but they do nothing for the inherently dangerous nature of the road nor do they materially improve the exit turning area and we believe that trucks and other large vehicles - removal vans, refuse collection, emergency vehicles, oil tankers, etc., will have difficulty accessing the site and when exiting will have great difficulty in doing other than to proceed east along Mill Lane thereby increasing the frequency and amount of traffic proceeding along this dangerous road. We note that these grounds are not supported by Highways and are discounted by the Planning Officers in their recommendations. However, we urge Committee Members to take heed of the advice of the residents of the village who have the advantage of daily experience of this road, and of their own observations when during the recent site visit, everyone had to move off Mill Lane to allow a large agricultural vehicle and a stream following cars to pass.

We object on the grounds of parking. The plans for the development show that residents' parking is provided. However, there is no allowance for such as tradesman, ad service, and delivery vehicles which risks forcing those vehicles to park either on Mill Lane, which

is dangerous or further into the village. Additionally, the access road into the site is steep and in periods of actual or threaten bad weather be that frosts, snow or heavy rain, the residents are likely to move their vehicles onto Mill Lane, again dangerous, or into the village to the disadvantage of the present residents. We note that the Planning Officers dismiss these grounds and suggest that the likelihood of such an eventuality is realistically very low in practise and even than may not happening the way that is feared "as vehicles could be elsewhere", but they give no evidence to support that supposition. The Officers seem to ignore the fact that the village is over 200 metres high, and at such a height regularly suffers from harsh weather conditions including frosts, snow and heavy rain and winds, when areas at lower levels in the Dale do not. The village is not on a gritting or ploughing route, and any help we receive is spasmodic and never extends to include Mill Lane. Largely it is left to residents to clear and grit the roads. Again we urge the Committee Members to take heed of residents' advice which is based upon practical experience.

Those are the grounds for The Parish Council's objection to the application and we urge Committee Members not to approve it.

However, should the Committee decide to approval the application, the Parish Council requests that the following conditions be imposed:

- All conditions as recommended by Highways;
- That the houses be faced with recycled, random coursed, local sandstone and roofed with sandstone slates in keeping with the properties in the area. The Parish Council to be invited to inspect samples of the facing material before use.
- The the Parish Council to be consulted on arrangements for routing construction traffic and vehicle weight limits;
- The Parish Council to be consulted on measures to suppress dust and dirt during construction (particularly from stone cutting) as well as controls on working hours and delivery times to minimise noise and disruption for local residents at unsociable times, weekends and public holidays.

Thank you

Preston under Scar Parish Council  
4th September, 2017