

AGENDA

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3. PLANNING APPLICATIONS

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Report of the Executive Director.

Please note that plans are available to view on the Council's website through the Public Access facility.

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That Planning Permission is **GRANTED** for both the Outline and Full proposals subject to:

- 1) Authority being delegated to the Executive Director, in consultation with the Chairman of Planning Committee to agree the terms of a Section 106 Agreement that shall include the following key points:
 - Securing the provision of up to 15% affordable housing subject to deductions for any necessary developer contributions.
 - Requiring full, independently assessed, viability assessments undertaken for all residential phases beyond Phase 1, to inform the percentage of affordable housing deliverable as part of that phase.
 - Securing the tenure of the affordable homes on all phases.
 - Securing the timing of the completion of the link road and bridge in the early stages of the Phase 1 development and its transfer to NYCC Highways.
 - Securing the transfer and timing of the transfer of the provision of land within the site for a primary school.
 - Securing the transfer and timing of the transfer of land for the sports village, allotments, and associated landscape buffers.
 - Securing the provision and implementation of Travel Plans for each of the various uses.
 - Securing a mechanism for the future maintenance of landscaped areas (excepting the sports village and allotments).
- 2) Subject to the following conditions:

Phasing

1. With the exception of Phase 1 (approved in full as part of this permission – 291 dwellings, the link road and bridge, the village green and SUDS), a detailed phasing plan for the development shall be submitted to and approved in writing by the local planning authority prior to the submission of the first reserved matters application and prior to the commencement of any development. The phasing plan shall specify the proposed timing for delivery of the housing and other build elements of the development. The development shall be carried out in accordance with the approved details, unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure compliance with Section 92 of the Town and Country Planning Act 1990.

Reserved Matters to be Submitted

2. No development shall commence on any part of the development other than the formation of access roads and the works specified in Phase 1 (approved in full as part of this permission – 291 dwellings, the link road and bridge, the village green and SUDS) until all of the following reserved matters have been submitted for approval by the Local Planning Authority: (1) Appearance (2) Landscaping (3) Layout (4) Scale. An application for approval of reserved matters for all phases of the development must be made to the Local Planning Authority not later than the expiration of **seven (7)** years beginning with the date of the grant of outline planning permission.

Reason: To enable the Local Planning Authority to properly assess these aspects of the proposal against relevant policies within the Development Plan (particularly DP32) before the development commences and to ensure compliance with Section 92 of the Town and Country Planning Act 1990.

Commencement of Development

3. Unless otherwise approved in writing by the Local Planning Authority, the development of Phase 1 (approved in full as part of this permission – 291 dwellings, the link road and bridge, the village green and SUDS) shall be begun within 12 months of the date of this permission. Each subsequent phase or sub phase of the development hereby permitted shall be begun

within two (2) years of the date of approval of the last of the reserved matters to be approved for that phase or sub phase.

Reason: To ensure that housing **and associated infrastructure** is delivered in a timely manner, to meet the District's Full Objectively Assessed Housing Need, and to ensure compliance with Section 92 of the Town and Country Planning Act 1990.

Approved Plans - Outline

4. The development of the outline planning permission hereby approved shall not be undertaken other than generally in accordance with the Environmental Statement (and its technical appendices) submitted with the application and the plans and documents detailed below unless required otherwise by another planning condition of this permission or unless otherwise approved in writing by the Local Planning Authority:
- Application Boundary Plan, Nod. 0000-001 Rev B, dated Jan 2014, produced by Spawforths;
 - Illustrative Masterplan Scaled, Nod. 0000-0019 Rev A, dated May 2015, produced by Spawforths;
 - Parameters Land Use Plan, Nod. P0-MP-SPA-P3769-5IL-1000-0001 Rev B, dated 22 May 2015, included within the Design and Access Statement Planning Issue 02 June 2015, produced by Spawforths;
 - Parameters Movement Framework Plan, Nod. P0-MP-SPA-P3769-5IL-1000B Rev B, dated May 2015, included within the Design and Access Statement Planning Issue 02 June 2015, produced by Spawforths;
 - Parameters Character Areas Plan, Nod. P0-MP-SPA-P3769-5IL-1000-0001 Rev A, dated May 2015, included within the Design and Access Statement Planning Issue 02 June 2015, produced by Spawforths;
 - Parameters Density and Phase 1 Areas Plan, Nod. P0-MP-SPA-P3769-5IL-1000-0001 Rev A, dated May 2015, included within the Design and Access Statement Planning Issue 02 June 2015, produced by Spawforths;
 - Parameters Open Space and Landscape Framework Plan, Nod. P0-MP-SPA-P3769-5IL-1000-0001 Rev A, dated May 2015, included within the Design and Access Statement Planning Issue 02 June 2015, produced by Spawforths;
 - Proposed Link Road Alignment and Access Arrangements Plan, Nod. 12003/GA/11 Rev G, dated September 2015, produced by Optima Highway Solutions;
 - Bridge Over Railway General Arrangement Plan, Nod. BHB-DRG-1000 Rev 03, dated March 2015, produced by Buro Happold Engineering; and
 - The Design and Access Statement, Planning Issue 02 June 2015, prepared by Spawforths.

Reason: 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.

Approved Plans – Full Phase 1

5. The development of Phase 1 approved in full as part of this permission – 291 dwellings, the link road and bridge, the village green and SUDS shall not be undertaken other than generally in accordance with the Environmental Statement (and its technical appendices) and the plans detailed below unless required otherwise by another planning condition of this permission or otherwise approved in writing by the Local Planning Authority:
- Phase 1 Red Line Boundary Plan, Nod. 12003-SK-01, Rev B, dated August 2015, and produced by Optima Highways Solutions;
 - Illustrative Masterplan Scaled, Nod. 0000-0019 Rev A, dated May 2015, and produced by Spawforths;
 - Persimmon Homes Proposed Site Plan, Nod. YOR.2457.004 Rev B, dated 09 Sept 2015, and produced by Pegasus Urban Design;

- Persimmon Homes Proposed Site and Street Scenes Plan, Nod. YOR.2457.003 Rev B, dated 09 Sept 2015 and produced by Pegasus Urban Design;
- Taylor Wimpey Planning Layout Plan, Nod. NN:00 Rev C, dated 26 Oct 2015, and produced by Taylor Wimpey;
- Proposed Link Road Alignment and Access Arrangements Plan, Nod. 12003/GA/11 Rev G, dated September 2015, and produced by Optima Highways Solutions;
- Bridge Over Railway General Arrangement Plan, Nod. BHB-DRG-1000 Rev 03, dated March 2015, produced by Buro Happold Engineering;
- Taylor Wimpey Planning Layout Plan, Nod. NN:00 Rev C, dated 26 Oct 2015, and produced by Taylor Wimpey;
- Taylor Wimpey Landscape Plan Sheet 1 of 3, Nod. 2585/1 Rev H, dated 02 Nov 2015, and produced by Rosetta Landscape Design;
- Taylor Wimpey Landscape Plan Sheet 2 of 3, Nod. 2585/2 Rev H, dated 02 Nov 2015, and produced by Rosetta Landscape Design;
- Taylor Wimpey Landscape Plan Sheet 3 of 3, Nod. 2585/3 Rev H, dated 02 Nov 2015, and produced by Rosetta Landscape Design;
- Landscape Masterplan for Spine Road, Nod. YOR.2457.010C Sheet 1 of 5, dated Oct 2015, and produced by Pegasus Urban Design;
- Landscape Masterplan for Spine Road, Nod. YOR.2457.006C Sheet 2 of 5, dated Oct 2015, and produced by Pegasus Urban Design;
- Landscape Masterplan for Spine Road, Nod. YOR.2457.007C Sheet 3 of 5, dated Oct 2015, and produced by Pegasus Urban Design;
- Landscape Masterplan for Spine Road, Nod. YOR.2457.008C Sheet 4 of 5, dated Oct 2015, and produced by Pegasus Urban Design;
- Landscape Masterplan for Spine Road, Nod. YOR.2457.009E Sheet 5 of 5, dated Oct 2015, and produced by Pegasus Urban Design;
- The following Persimmon House Type Elevations and Floor Layout Plans:
 - Bickleigh Village (BK-WD16) Rev A;
 - Chedworth (CD-WD10);
 - Clayton Village (CA-WD16) Rev C;
 - Corfe Village (CF-WD16) Rev F;
 - Hanbury Village (HB-WD16) Rev P;
 - Hatfield Village (HT-WD16) Rev P;
 - Henley (HE/2 Bed);
 - Morden Village (MR-WD16) Rev J;
 - Moseley Village (MS-WD06) Rev L;
 - Penshaw (PW/3 Bed);
 - Pickering and Folkestone (PIC & FO);
 - Roseberry Village (RS-WD16) Rev S;
 - Rufford Village (RF-WD16) Rev P;
 - Winster Village (WS-WD16) Rev S.
- The following Taylor Wimpey House Type Elevations and Floor Layout Plans:
 - Aldenham Issue 5 (PD32/5/PL1 & PD32/5/PL2);
 - Alton Issue 5 (PB35/5/PL1 & PB35/5/PL2);
 - Bellerby Issue 5 (ZA34/5/PL1 & ZA34/5/PL2);
 - Bradenham Issue 5 (PD48/5/PL1 & PD48/5/PL2);

- Cotterdale Issue 5 (ZA25/5/PL1 & ZA25/5/PL2);
- Downham Issue 5 (PD49/5/PL1 & PD49/5/PL2);
- Gosford Issue 5 (PA34/5/PL1 & PA34/5/PL2);
- Haddenham Issue 5 (PD411/5/PL1 & PD411/5/PL2);
- Holywell 722 (722/5/PL3 & 722/5/PL1);
- Langdale Issue 5 (PT43/5/PL1 & PT43/5/PL2);
- Lavenham Issue 5 (PD51/5/PL1 & PD51/5/PL2);
- Midford Issue 5 (PA44/5/PL1 Rev A & PA44/5/PL2 Rev A);
- Shelford Issue 5 (PA48/5/PL1 & PA48/5/PL2);
- Woodruff Issue 4 (B881/4/PL1 & B881/4/PL2).

Reason: 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.

Boundary Treatment – Details

6. The rear garden side and rear walls or fences on the Phase 1 residential plots, as shown on Persimmon Homes Proposed Site Plan, Nod. YOR.2457.004 Rev B, dated 09 Sept 2015, and produced by Pegasus Urban Design shall be increased in height from 1200 mm to a minimum of 1500 mm and a maximum of 1800 mm.

Reason: To provide adequate privacy and security to individual occupiers of those dwellings in accordance with Development Plan Policy DP32 and advice of the Police Architectural Liaison Officer.

Materials

7. Prior to development of each phase of this development commencing, details and samples of the materials to be used in the construction of the external surfaces of the development of that phase shall be provided to and approved in writing by the Local Planning Authority. The development of each phase shall be constructed of the approved materials for that phase in accordance with the approved method unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure that the external appearance of the development is compatible with the immediate surroundings of the site and the area as a whole in accordance with Hambleton Local Development Framework Policy CP17.

Landscaping

8. The reserved matters application(s) for landscaping referred to in Condition 2 of this permission must include **submission of individual planting plans for each phase or sub phase and submission of a Landscape Masterplan** for the entire site encompassing all areas identified on the "Open Space and Landscape Framework" Nod. P0-MP-SPA-P3769-5IL-1000-0001 Rev A, dated May 2015, **and** including the following:
- a) The mitigation measures proposed in the Landscape and Visual Impact Assessment of Appendix 7, Volume 2 of the Environmental Statement submitted with the application;
 - b) The landscape measures approved as part of the Phase 1 development;
 - c) The ecological enhancement measures required by Condition **30** of this permission;
 - d) A detailed landscape scheme for watercourses;
 - e) A detailed scheme for the **interface area** between Northallerton and Brompton and on the northern boundary **of the site** generally;
 - f) A detailed scheme for "the Meander at Hawthorne" (**identified as land 'D' on Parameters Open Space and Landscape Framework Plan, Nod. P0-MP-SPA-P3769-5IL-1000-0001 Rev A, dated May 2015, included within the Design and Access Statement Planning Issue 02 June 2015, produced by Spawforths**) including suitable integrated fencing and/or planting on the western side of the railway line to prevent public access to the railway line;

- g) Individual planting plans for each phase of the development (including schedules of plant species, sizes, numbers or densities, and in the case of trees, planting, staking, mulching, protection, soil protection and after care methods); and
- h) An implementation and management programme.

The Masterplan and individual planting plans for each phase or sub phase must be approved in writing by the Local Planning Authority prior to the commencement of development of any phase or sub-phase. Landscaping shall be carried out in accordance with the approved design, implementation and management programme unless otherwise approved in writing by the Local Planning Authority.

Reason: To enable the Local Planning Authority, to determine that the proposals will maintain and improve the amenity of the area, and to monitor compliance.

- 9. If within a period of five years, from the completion of any phase (or sub phase) of the development, any trees, plants, or hedgerows planted as part of this development either die, are removed, become seriously damaged or diseased, or become (in the opinion of the Local Planning Authority) otherwise defective, they shall be replaced with the same species in the current planting season or the first two months of the next planting season, whichever is the sooner, at the developers expense, unless the Local Planning Authority gives written consent to any variation.

Reason: To maintain and improve the amenity of the area.

- 10. Prior to the commencement of Phase 1 of the development (approved in full as part of this permission – 291 dwellings, the link road and bridge, the village green and SUDS), a revised Planting Plan for the Persimmon Homes Scheme to the west of the site to accord with the Landscape Masterplan for the Spine Road, Nod. YOR.2457.006C Sheet 2 of 5, dated October 2015 and produced by Pegasus Urban Design, must be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure consistency between approved plans.

- 11. Trees identified as being retained on the site in the amended Arboricultural Report submitted to the Local Planning Authority on 6th October 2015, must be protected in line with BS 5837:2012 (or any subsequent guidance) for the duration of the relevant phase of the development. If during the construction of the development a tree identified as being retained in the Arboricultural Report is required to be removed, the written consent of the Local Planning Authority must be obtained prior to the removal of the said tree.

Reason: To maintain and improve the amenity and biodiversity of the area.

Hours of Construction

- 12. No building works including excavation, demolition works, piling operations, or other external construction works in general shall be carried out within 200 metres of the boundary of any residential property except between the hours of 07:30 and 18:00 Monday to Friday and 08:00 and 13:00 Saturday, with no construction taking place on Sunday or any public holiday unless by prior written consent of the Local Planning Authority.

Reason: In order to protect the amenity of neighbouring occupiers in accordance with the Development Plan Policies CP1 and DP1.

Construction Method Statement

- 13. No development for any separate phase or sub-phase of the development shall take place until a Construction Method Statement and Plan for that separate phase or sub-phase has been submitted to, and approved in writing by, the Local Planning Authority in consultation with the Local Highway Authority. The approved Phase Construction Method Statement shall be adhered to throughout the construction period for the phase. The statement shall provide for the following in respect of the phase:
 - i) Working hours on site (having regard to Condition 11 above);
 - ii) The parking of vehicles of site operatives and visitors;
 - iii) Loading and unloading of plant and materials;
 - iv) Construction traffic management;
 - v) The routing of HGV and other Construction related traffic to and from the site;
 - vi) Timing of deliveries and other construction related traffic to and from the site;
 - vii) A programme for the delivery of the works;

- viii) Details and programme of all traffic management (temporary signs and controls) proposed;
- ix) Details of construction accesses to be used during the building of roads, dwellings and other infrastructure;
- x) **The location of** storage of plant and materials used in the construction of the development to avoid **interference with vehicle and pedestrian movement and details of measures to avoid** any potential ground contamination;
- xi) The erection and maintenance of security hoarding where appropriate;
- xii) Wheel washing facilities;
- xiii) Measures to control the emission of dust and dirt during construction;
- xiv) Measures to control noise and vibration during construction;
- xv) Means of protection of trees and hedgerows during site preparation and construction;
- xvi) A scheme for recycling/disposing of waste resulting from demolition, excavation and any other construction works.

Reason: To maintain and improve the amenity of the area and in the interests of the safety and convenience of highway users.

Levels

14. No phase of the development (including Phase 1 approved in full as part of this permission – 291 dwellings, the link road and bridge, the village green and SUDS) shall commence until detailed cross sections showing the existing ground levels (of the site and the immediately adjacent land) in relation to the proposed ground and finished floor levels for that phase of the development have been submitted to and approved in writing by the Local Planning Authority. The levels shall relate to a fixed Ordnance Datum. The development shall be constructed in accordance with the approved details.

Reason: To ensure that the development is appropriate in terms of amenity and meeting sustainability objectives in accordance with Development Plan Policies CP1 and DP1.

Archaeology

15. No development (which includes site clearance works and excavation) shall take place/commence on any separate phase or sub phase until a Written Scheme of Investigation has been submitted to and approved by the Local Planning Authority in writing in respect of each phase of the development. The Scheme shall include an assessment of significance and research questions, and:
- a) The programme and methodology of site investigation and recording;
 - b) Community involvement and/or outreach proposals;
 - c) The programme for post investigation assessment;
 - d) Provision to be made for analysis of the site investigation and recording;
 - e) Provision to be made for publication and dissemination of the analysis and records of the site investigation;
 - f) Provision to be made for archive deposition of the analysis and records of the site investigation;
 - g) Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.

Reason: This condition is imposed in accordance with Section 12 of the NPPF as the site **may be** of archaeological interest and on the advice of North Yorkshire County Council Archaeological Officer.

16. No demolition/development shall take place other than in accordance with the Written Scheme of Investigation approved under Condition 15 of this permission.

Reason: This condition is imposed in accordance with Section 12 of the NPPF as the site **may be** of archaeological interest and on the advice of North Yorkshire County Council Archaeological Officer.

17. No part of the development on any separate phase or sub phase shall be occupied or the link road operational until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Condition 15 of this permission and the provision made for analysis, publication and dissemination of results and that archive deposition has been secured.

Reason: This condition is imposed in accordance with Section 12 of the NPPF as the site **may be** of archaeological interest and on the advice of North Yorkshire County Council Archaeological Officer.

18. The details submitted in pursuance of Condition 15 above shall be preceded by the submission to the Local Planning Authority for approval in writing, and subsequent implementation, of a Scheme of Archaeological Investigation to provide for:
- a) The proper identification and evaluation of the extent, character and significance of archaeological remains within the application area; and
 - b) An assessment of the impact of the proposed development on the archaeological significance of the remains.

Reason: This condition is imposed in accordance with Section 12 of the NPPF as the site **may be** of archaeological interest and on the advice of North Yorkshire County Council Archaeological Officer.

Flood Risk

19. No development (which includes site clearance works and excavation) shall take place for any phase **or sub phase of the development** until a Detailed Design for, and associated Management and Maintenance Plan of, surface water drainage for that **phase or sub phase**, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the local planning authority. The surface water drainage design shall demonstrate that the surface water runoff generated during rainfall events up to and including the 1 in 100 years rainfall event, to include for climate change and urban creep, will not exceed 1.4 l/s/ha following the corresponding rainfall event. The approved drainage design shall be implemented in accordance with the approved detailed design prior to completion of the development.

Reason: To prevent the increased risk of flooding; to ensure the future maintenance of the sustainable drainage system; to improve and protect water quality; and in accordance with Development Plan Policies CP21 and DP43.

20. **No piped discharge of surface water from the application site shall take place until works to provide a satisfactory outfall for surface water have been completed in accordance with details to be submitted to and approved by the local planning authority under Condition 19 above. Surface water from vehicle parking and hard standing areas (excluding those associated with residential properties) shall be passed through an interceptor of adequate capacity prior to discharge to public sewer. Roof drainage shall not be passed through any interceptor.**

Reason: In the interest of sustainable drainage

21. The Detailed Drainage Design to be submitted in line with Condition 19 of this permission shall demonstrate that the surface water drainage system(s) are designed in accordance with the standards detailed in North Yorkshire County Council's SUDs Design Guidance which is in place at the time of submission.

Reason: To prevent the increased risk of flooding; to ensure the future maintenance of the sustainable drainage system; to improve and protect water quality; and in accordance with Development Plan Policies CP21 and DP43.

22. The Management and Maintenance Plan to be submitted in line with Condition 19 of this permission must provide for the lifetime of the development, and the details shall include, but not be exclusive to, the arrangements for adoption by any public authority undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime **in perpetuity**.

Reason: To prevent the increased risk of flooding; to ensure the future maintenance of the sustainable drainage system; to improve and protect water quality; and in accordance with Development Plan Policies CP21 and DP43.

23. The development shall be carried out generally in accordance with the submitted Flood Risk Assessment and the following mitigation measures outlined below unless otherwise approved in writing by the Local Planning Authority. These measures shall be fully implemented prior to occupation of any phase of the development, and according to the scheme's phasing arrangements as approved by the local planning authority:

- a) Surface water run-off will be limited to 1.4l/s/ha so that it does not increase the risk of flooding off site.
- b) Provision of level for level compensatory flood storage to mitigate for the proposed link road as described in Section 8 of the submitted Flood Risk Assessment and Drawing No. 4033 FRA05 Rev 0. The compensatory storage shall be located outside of Flood Zone 3, and must be approved in writing by the local planning authority in consultation with the Environment Agency and provided before any construction of the link road within Flood Zone 3 commences. This compensatory flood storage submission to the local planning authority shall also include a report providing detailed calculations demonstrating the loss of storage as a result of the development, and, that gained by the provision of compensatory storage. The applicant must also include detailed design drawings for the proposed compensatory storage detention basins.
- c) The applicant shall provide large box section culverts in the embankment for the link road as detailed in Section 8.13 of the submitted Flood Risk Assessment and Drawing No. 4033 FRA05 Rev 0. These shall be sized appropriately to maintain existing overland flows.

Reason: To prevent flooding by ensuring the satisfactory disposal of surface water from the site; to prevent flooding elsewhere by ensuring compensatory storage of flood water is provided; to ensure that existing flood flow routes are maintained, in accordance with Development Plan Policies CP21 and DP43.

24. With the exception of the proposed link road, for which level for level compensatory storage shall be provided, there must be no raising of ground levels within the floodplain, and all excess spoil shall be removed from the floodplain (prior to the occupation of the development).

Reason: To ensure that there is no loss of storage within the floodplain, and to ensure that possible future flood flows are not pushed on to others in accordance with Development Plan Policies CP21 and DP43.

25. Prior to the commencement of the development, the construction details of the scheme to raise ground levels and deepen the watercourse through the east of the site shall be submitted to and approved by the Local Planning Authority in consultation with the Internal Drainage Board. The effect of raised ground levels should be investigated with regard to loss of flood plain to the site's easternmost watercourse, surface water flood risk, exceedance flow paths through the development and consequent effect on downstream flood risk; furthermore, a scheme to mitigate any residual flood risk shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development.

Reason: To ensure that there is no loss of storage within the floodplain, and to ensure that possible future flood flows are not pushed on to others.

Drainage and Sewerage

26. The development shall be constructed in accordance with the phasing plan submitted to and approved by the Local Planning Authority. Prior to commencement of each phase of the development evidence shall be submitted to and approved by the local planning authority in writing that the necessary waste water infrastructure (including off-site works and the point of connection [s] into the existing public sewer) and whether permanent or temporary solutions, will be provided to serve that phase of the development. No occupation of **any phase or sub phase is permitted** until it has been proven to the satisfaction of the Local Planning Authority that the required foul water drainage system has been implemented for the **relevant phase or sub phase**. Furthermore, the site shall be developed with separate systems of drainage for foul and surface water on and off site and no additional surface water shall discharge to the existing local public sewer network.

Reason: In order to ensure that provision of waste water infrastructure is provided in time in accordance with Development Plan Policy DP6

27. Notwithstanding the above, foul water drainage associated with phase 1 of the development shall be constructed and operated in accordance with Sustainable Drainage Assessment and Detailed Foul and Surface Water Drainage Report no. 437/SDD1(B) and associated drawing no. 4377-C--D7-)1 both dated May 2015 and the Sustainable Drainage Assessment and Detailed Foul and Surface Water Drainage Report 3525/SDD1(A) all prepared by iD Civils Design Ltd. Furthermore, unless otherwise approved in writing by the local Planning Authority, the pumped foul water discharge from any part of the Phase 1 development to public sewer

shall not exceed 4 litres a second.

Reason: In the interest of satisfactory drainage and Development Plan Policies DP6 and DP43.

28. No building or other obstruction including landscape features shall be located over or within 5 metres either side of the centre lines of each of the sewers i.e. a protected strip widths of 5 metres per sewer, that are laid within the site boundary . Furthermore, there shall be no alteration in ground levels over the line of the 175 rising main (sewer) that is laid within the site boundary. If a required stand-off distance is to be achieved via diversion or closure of the sewer(s), the developer shall submit evidence to the Local Planning Authority that the diversion or closure has been agreed with the relevant statutory undertaker. Furthermore, construction of the bridge on the link road shall not commence until the agreed sewer protection measures have been implemented.

Reason: In order to allow sufficient access for maintenance and repair work at all times to public sewerage and to protect public health

Public Rights of Way

29. 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.

Reason: To continue to allow users of the PROW to pass unhindered and safely.

Ecology

30. No development (which includes site clearance works and excavation) shall take place/commence on any separate phase or sub phase until an Ecological Enhancement Management Plan has been submitted to the Council for approval for each separate phase or sub phase. The Plan will set out all necessary ecological mitigation and enhancements measures, including those specified in Chapter 8: Biodiversity of the ES, to cover the construction of the development and not less than 10 years following its completion. The Plan will make provisions for, but is not limited to, habitats, terrestrial mammals, bats, birds, and invertebrates. The biodiversity mitigation and compensation for Phase 1 (approved in full as part of this permission – 291 dwellings, the link road and bridge, the village green and SUDS) must be fully self contained and must not rely on mitigation schemes from the Outline Phases to secure net gains for biodiversity.

Reason: In accordance with the objectives of mitigating impacts on ecological interests and enhancing biodiversity, and Development Plan Policies CP16 and DP31.

31. A badger survey must be carried out not less than 12 weeks before the commencement of construction on each separate phase or sub phase. Results and appropriate mitigation measures (where required) must be submitted to the Local Planning Authority for approval in writing and thereafter implemented in full.

Reason: In accordance with the objectives of mitigating impacts on ecological interests and enhancing biodiversity, Development Plan Policies CP16 and DP31, and The Protection of Badgers Act 1992.

32. No development shall commence until a scheme providing for pre-construction surveys of and mitigation impacts for breeding birds including any nests on the site of each separate phase or sub phase has been submitted to and approved in writing by the Local Planning Authority. Surveys shall also be suitable to record Schedule 1 barn owl, if present.

Reason: To comply with the Wildlife and Countryside Act 1981 to protect all wild birds whilst they are actively nesting or roosting and in accordance with the objectives of mitigating impacts on ecological interests in Development Plan Policies CP16 and DP31.

33. To ensure that works are legally compliant, vegetation clearance shall be undertaken between September and late February to avoid the bird nesting season (March–August) unless otherwise approved in writing by the Local Planning Authority. Any nests identified during vegetation clearance shall be protected until the young have fledged. Where a Wildlife and Countryside Act Schedule 1 species is involved, mitigation for impacts, e.g. loss of nesting site, must be devised, approved in writing by the Local Planning Authority and implemented. If vegetation clearance and/or construction work is approved in writing by the Local Planning

Authority during or extending into the bird nesting season, further assessments and mitigation measures, such as ecological supervision at the developers expense, may be required by the Local Planning Authority.

Reason: To comply with the Wildlife and Countryside Act 1981 to protect all wild birds whilst they are actively nesting or roosting and in accordance with the objectives of mitigating impacts on ecological interests in Development Plan Policies CP16 and DP31.

34. To reduce the risk of bats roosting in the property known as Hartington House on the site, the buildings should be demolished as soon as practicable. However, in the event that the buildings are not **demolished in their entirety** before September 2016, bat dusk emergence and dawn re-entry surveys must be repeated in September 2016 and annually thereafter if the buildings continue to remain until the development of that part of the site is undertaken. The results of the surveys and any required mitigation measures must be submitted to the Local Planning Authority for written approval prior to the **demolition** of those buildings (**in whole or part**) after September 2016.

Reason: In accordance with the objectives of protecting Protected Species, mitigating impacts on ecological interests and enhancing biodiversity, and Development Plan Policies CP16 and DP31.

35. The Phase (or Phases) of development which includes the buildings at Sheepcote Close identified on Drawing Number MMD-326684-L-DR-XX-2008, Rev P1, dated 31/03/2014 and included in the Mott MacDonald Initial Bat Assessment Report, dated May 2015 and forming part of Appendix 8.1 of Volume 2 of the submitted Environmental Statement, shall not commence until all the buildings are reassessed for the presence of bats. The results of the initial assessment must be submitted to the local planning authority for approval. If after this initial assessment further emergence and activity surveys are deemed to be necessary, the Phase (or Phases) of development shall not take place until these further surveys have taken place, mitigation measures identified and reports prepared and submitted for approval in writing by the Local Planning Authority. The mitigation measures identified must then be undertaken in accordance with the approved mitigation scheme.

Reason: In accordance with the objectives of protecting Protected Species, mitigating impacts on ecological interests and enhancing biodiversity, and Development Plan Policies CP16 and DP31.

Noise

36. The dwellings hereby permitted shall be designed to ensure that the following internal noise levels (as recommended by BS8233:2014 – Guidance on Sound Insulation and Noise Reduction for Buildings) are not exceeded due to environmental noise, as follows:

Bedrooms - 30dB $L_{Aeq,T}^*$ and 35dB $L_{Aeq,T}^\dagger$

Living rooms- 35dB $L_{Aeq,T}^\dagger$

Dining Room – 40dB $L_{Aeq,T}^\dagger$

*- Night-time 8 hours between 23:00-07:00

† - Daytime 16 hours between 07:00-23:00.

A validation test shall be carried out on a relevant sample of premises (to be agreed with the Local Planning Authority) during daytime and night time hours following completion of each phase of the development. The results shall be submitted to the Local Planning Authority for approval in writing, accompanied by additional noise attenuation measures if the validation tests reveal that BS8233:2014 is not met.

Reason: To ensure that the occupiers and users of the development do not suffer a loss of amenity by reason of excess noise from neighbouring land uses and transportation sources in accordance with Policy CP1 Sustainable Development.

37. The land immediately adjacent to Allerton Steel on the south side of the link road labelled 'to be determined' on the plan identified as Illustrative Masterplan Scaled, Nod. 0000-0019 Rev A, dated May 2015, and produced by Spawforths, must not be developed or used for Use Class C3: Dwellinghouses or Use Class C4: Houses in Multiple Occupation of the Town and Country Planning (Use Classes) Order 1987 (as amended).

Reason: Occupiers of dwellings in this location would suffer a significant loss of amenity by reason of excess noise from the adjacent industrial use of the land,

contrary to the provisions of Policy CP1 Sustainable Development of the Local Plan and the NPPF.

38. Any reserved matters application for sensitive land uses (such as dwellinghouses, sheltered accommodation, and care homes) to the south of the link road (**but subject to the terms of Condition 37 of this permission which prohibits Class C3 and Class C4 uses on the parcel of land labelled 'to be determined' on the Illustrative Masterplan Scaled, Nod. 0000-0019 Rev A, dated May 2015**) must be accompanied by a Noise Impact Assessment and Mitigation Plan to demonstrate compliance with internal noise levels identified in BS 8233:2014 - Guidance on Sound Insulation and Noise Reduction for Buildings (or any replacement guidance). The Assessment and Plan must be approved in writing by the Local Planning Authority prior to the commencement of any development of the said land and the mitigation measures approved must be implemented prior to the occupation of any buildings on the said land.

Reason: To ensure that the occupiers and users of the development do not suffer a loss of amenity by reason of excess noise from environmental and transportation sources in accordance with Policy CP1 Sustainable Development and the NPPF.

39. Any reserved matters application for any land use not included in Conditions 37 and 38 of this permission to the south of the link road must be accompanied by a Noise Impact Assessment and Mitigation Plan to demonstrate that the use(s) itself and any associated Heavy Goods Vehicle movements would not increase the internal or external noise levels of sensitive land uses approved across the wider development site above the levels recommended in BS 8233:2014 - Guidance on Sound Insulation and Noise Reduction for Buildings (or any replacement guidance) or BB93 – Acoustic Design of Schools (or any replacement guidance) as relevant. The Assessment and Plan must be approved in writing by the Local Planning Authority prior to the commencement of any development of the said land and the mitigation measures approved must be implemented prior to the commencement of use of any buildings on the said land.

Reason: To ensure that the occupiers and users of the development do not suffer a loss of amenity by reason of excess noise from environmental and transportation sources in accordance with Policy CP1 Sustainable Development and the NPPF.

Retail

40. The floorspace of the individual A1 (Shops) units within the neighbourhood centre must not exceed 500 m² gross unless otherwise approved in writing by the local planning authority.

Reason: To ensure that the neighbourhood centre primarily serves local needs and to maintain major retail provision in the primary retail area boundary of Northallerton Town Centre in line with Local Plan Policies DP21 and DP24, and the provisions of the NPPF.

Highways for any Phase of the Development

41. Detailed Plans of Link Road, Roundabouts and Bridge

Prior to the commencement of construction of any **part** of the link road, detailed design and construction drawings for the **full link road and a programme for its delivery** must be submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highways Authority. As part of the detailed design process, formal Road Safety and Non-Motorised User Audits must be undertaken. In addition, the shared footway/cycleway shall be relocated to the north side of the link road and the single footway relocated to the south side of the link road unless evidence is provided to demonstrate that this cannot be safely achieved or that the cost in changing the specification of the road reduces the viability of the development. The construction of the link road must be in accordance with the approved details **and programme** (which are to include any amendments required by the audits which have been undertaken) or such **other** amendments as may be approved in writing by the Local Planning Authority.

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

42. Prior to the commencement of any development on the site, detailed design and construction drawings **and programme for the delivery of** the new roundabouts at Darlington Road and Stokesley Road, must be submitted to and approved in writing by the Local Planning Authority

in consultation with the Local Highways Authority. The construction of the roundabouts must be in accordance with the approved details **and programme** or such amendments as may be approved in writing by the Local Planning Authority.

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

43. Prior to the commencement of any work to the bridge or its embankments detailed design and construction details for the bridge and embankments, **including all structures through the embankment**, must be submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highways Authority and Network Rail. The construction of the bridge and embankments must be in accordance with the approved details or such amendments as may be approved in writing by the Local Planning Authority.

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

44. Detailed plans of road and footway layout (outline all types)

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 **for each separate phase or sub-phase of the development**, until the following drawings and details have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority:

- a. Detailed engineering drawings to a scale of not less than 1:500 and based upon an accurate survey showing:
 - The proposed highway layout including the highway boundary
 - Dimensions of any carriageway, cycleway, footway, and verges
 - Visibility splays
 - The proposed buildings and site layout, including levels
 - Accesses and driveways and parking
 - Drainage and sewerage system
 - Lining and signing
 - Traffic calming measures
 - All types of surfacing (including tactiles), kerbing and edging
 - Links to the pedestrian and cycle crossing points and bus stops on the link road.
- b. Longitudinal sections to a scale of not less than 1:500 horizontal and not less than 1:50 vertical along the centre line of each proposed road showing:
 - The existing ground level
 - The proposed road channel and centre line levels
 - Full details of surface water drainage proposals.
- c. Full highway construction details including:
 - Typical highway cross-sections to scale of not less than 1:50 showing a specification for all the types of construction proposed for carriageways, cycleways and footways/footpaths
 - When requested cross sections at regular intervals along the proposed roads showing the existing and proposed ground levels
 - Kerb and edging construction details
 - Typical drainage construction details.
- d. Details of the method and means of surface water disposal.
- e. Details of all proposed street lighting.
- f. Drawings for the proposed new roads and footways/footpaths giving all relevant dimensions for their setting out including reference dimensions to existing features.
- g. Full working drawings for any structures which affect or form part of the highway network.
- h. A programme for completing the works.

The development shall only be carried out in full compliance with the approved drawings and details unless approved otherwise in writing by the Local Planning Authority with the Local Planning Authority in consultation with the Highway Authority.

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

45. Travel Plan

No separate phase or sub-phase of the development, including the school, shall take place until a Phase Travel Plan for that separate phase or sub-phase of the development, based upon the Framework Travel Plan (Rev 1) dated October 2015, has been submitted to, and approved in writing by, the Local Planning Authority in consultation with the Local Highway Authority. No separate phase or sub-phase of the development shall be occupied prior to implementation of the Approved Phase Travel Plan (or implementation of those parts identified in the Approved Phase Travel Plan as capable of being implemented prior to occupation). Those parts of the Approved Phase Travel Plan that are identified therein as being capable of implementation after occupation shall be implemented in accordance with the timetable contained therein and shall continue to be implemented as long as any part of the development is occupied.

Reason: In accordance with Development Plan Policy CP2 and to establish measures to encourage more sustainable non-car modes of transport.

Highways – Off-Site Highway Works

46. Approval of details for site works in the highway –

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 until:

- (i) The details of the following off site required highway improvement works, works listed below have been submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highway Authority:-
 - a. Amendments to the existing Stonecross mini-roundabout to improve capacity within the existing highway boundary
 - b. Amendments to the existing mini-roundabout at the western end of Quaker Lane to improve capacity within the existing highway boundary
 - c. Amendments to the existing mini-roundabout at the eastern end of Quaker Lane to improve pedestrian facilities following the opening of the link road to through traffic.

The aforementioned amendments shall be generally in accordance with the plans numbered 12003/GA/01 Rev B, 12003/GA/02 Rev A and 12003/GA/03 Rev B, prepared by Optima Highways and submitted with the application or subsequent plans approved in writing by the Local Planning Authority after consultation with the Local Highway Authority.

- (ii) An independent Stage 2 Road Safety Audit for the agreed off site highway works has been carried out in accordance with HD19/15 - Road Safety Audit or any superseding regulations and the recommendations of the Audit have been addressed in the proposed works.
- (iii) A programme for the completion of the proposed works has been submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highway Authority.

Reason: In the interests of the safety and convenience of highway users.

47. Completion of works in the highway before occupation of the 51st dwelling

Unless otherwise approved in writing by the Local Planning Authority in consultation with the Highway Authority, the following off site highway works shall have been constructed in accordance with the details approved in writing by the Local Planning Authority under Condition Numbers 46(i)(a) and 46(i)(b) prior to the occupation of the 51st dwelling:-

- a. Amendments to the existing Stonecross mini-roundabout to improve capacity within the existing highway boundary

- b. Amendments to the existing mini-roundabout at the western end of Quaker Lane to improve capacity within the existing highway boundary

Reason: In the interests of the safety and convenience of highway users.

48. Completion of works in the highway within six months of opening of the Link Road to through traffic

Unless otherwise approved in writing by the Local Planning Authority in consultation with the Highway Authority, the amendments to the existing mini-roundabout at the eastern end of Quaker Lane to improve pedestrian facilities shall have been constructed in accordance with the details approved in writing by the Local Planning Authority under Condition Number 46(i)(c) of this permission within six months of opening of the Link Road to through traffic.

Reason: In the interests of the safety and convenience of highway users.

Highways – For the Phase 1 Residential East of Darlington Road (A167)

49. Construction of roads and footways prior to occupation of dwellings

No dwelling in this Phase or sub-phase to which this planning permission relates shall be occupied until the carriageway and any footway/footpath from which it gains access and all roads linking it back to the existing adopted highway are constructed to basecourse macadam level and/or block paved and kerbed with street lighting installed and in operation.

The completion of all road works, including any phasing, shall be in accordance with a programme approved in writing by the Local Planning Authority in consultation with the Highway Authority before the first dwelling of this phase is occupied, and in accordance with Condition 44(h).

Reason: To ensure safe and appropriate access and egress to the dwellings, in the interests of highway safety and the convenience of prospective residents.

50. Parking for dwellings

No dwelling shall be occupied until the related parking facilities for that dwelling approved under Condition 44 have been constructed in accordance with the approved drawing. Once created these parking areas shall be maintained clear of any obstruction and retained for their intended purpose at all times.

Reason: To provide for adequate and satisfactory provision of off-street accommodation for vehicles in the interest of safety and the general amenity of the development.

51. Garage conversion to habitable room

Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 1995 or any subsequent Order, the garage(s) shall not be converted into domestic accommodation without the granting of an appropriate planning permission.

Reason: To ensure the retention of adequate and satisfactory provision of off-street accommodation for vehicles generated by occupiers of the dwelling and visitors to it, in the interest of safety and the general amenity the development.

Highways - For the Phase 1 Residential West of Stokesley Road (A684)

52. Construction of roads and footways prior to occupation of dwellings

No dwelling in this phase or sub-phase to which this planning permission relates shall be occupied until the carriageway and any footway/footpath from which it gains access and all roads linking it back to the existing adopted highway are constructed to basecourse macadam level and/or block paved and kerbed with street lighting installed and in operation.

The completion of all road works, including any phasing, shall be in accordance with a programme approved in writing by the Local Planning Authority in consultation with the Highway Authority before the first dwelling of this phase is occupied, and in accordance with Condition 44(h).

Reason: To ensure safe and appropriate access and egress to the dwellings, in the interests of highway safety and the convenience of prospective residents.

53. Closing Northallerton Road to Through Traffic

No dwelling in **in this phase or sub-phase** to which this planning permission relates shall be occupied until a programme for the closing of **Northallerton** Road to through vehicular traffic has been submitted to and approved in writing with the Local Planning Authority in consultation with the Highway Authority. The programme shall include the provision of an alternative route linking **Northallerton** Road north to Stokesley Road via the link road and roundabout and the maintaining of direct pedestrian and cycling routes. **Northallerton** Road shall be closed to through vehicular traffic in accordance with this programme.

Reason: In the interests of highway safety and the amenity and convenience of highway users and to improve the safety of non-motorised users.

54. Parking for dwellings

No dwelling shall be occupied until the related parking facilities for that dwelling approved under Condition 44 have been constructed in accordance with the approved drawing. Once created these parking areas shall be maintained clear of any obstruction and retained for their intended purpose at all times.

Reason: To provide for adequate and satisfactory provision of off-street accommodation for vehicles in the interest of safety and the general amenity of the development.

55. Garage conversion to habitable room

Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 1995 or any subsequent Order, the garage(s) shall not be converted into domestic accommodation without the granting of an appropriate planning permission.

Reason: To ensure the retention of adequate and satisfactory provision of off-street accommodation for vehicles generated by occupiers of the dwelling and visitors to it, in the interest of safety and the general amenity the development.

Highways - Outline areas of the site (Residential)

56. Construction of roads and footways prior to occupation of dwellings

No dwelling in **any** phase or sub-phase to which this planning permission relates shall be occupied until the carriageway and any footway/footpath from which it gains access and all roads linking it back to the existing adopted highway are constructed to basecourse macadam level and/or block paved and kerbed with street lighting installed and in operation.

The completion of all road works, including any phasing, shall be in accordance with a programme approved in writing by the Local Planning Authority in consultation with the Highway Authority before the first dwelling of this phase is occupied in accordance with Condition 44(h).

Reason: To ensure safe and appropriate access and egress to the dwellings, in the interests of highway safety and the convenience of prospective residents.

57. Parking for dwellings

No dwelling shall be occupied until the related parking facilities approved under Condition 44 have been constructed in accordance with the approved drawing. Once created these parking areas shall be maintained clear of any obstruction and retained for their intended purpose at all times.

Reason: To provide for adequate and satisfactory provision of off-street accommodation for vehicles in the interest of safety and the general amenity of the development.

58. Garage conversion to habitable room

Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 1995 or any subsequent Order, the garage(s) shall not be converted into domestic accommodation without the granting of an appropriate planning permission.

Reason: To ensure the retention of adequate and satisfactory provision of off-street accommodation for vehicles generated by occupiers of the dwelling.

59. Doors and windows opening over the highway

All doors and windows on elevations of the building(s) adjacent to the existing and/or proposed highway shall be constructed and installed such that from the level of the adjacent highway for a height of 2.4 metres they do not open over the public highway and above 2.4 metres no part of an open door or window shall come within 0.5 metres of the carriageway. Any future replacement doors and windows shall also comply with this requirement.

Reason: To protect pedestrians and other highway users.

Highways - Outline areas of the site (non-Residential)

60. Construction of roads and footways (non-residential)

No part of any separate future phase or sub-phase of the development to which this permission relates shall be brought into use until the carriageway and any footway/footpath from which it gains access has been constructed to basecourse macadam level and/or block paved and kerbed and connected to the existing highway network with street lighting installed and in operation.

The completion of all road works, including any phasing, shall be in accordance with a programme approved in writing by the Local Planning Authority in consultation with the Highway Authority before **any building** of the phase is occupied, and in accordance with Condition 44(h).

Reason: To ensure safe and appropriate access and egress to the premises, in the interests of highway safety and the convenience of prospective users of the highway.

61. Details of access, turning and parking

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 any non-residential **plot of the site** until full details of the following **provisions relating to the plots** have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority:

- a. Tactile paving
- b. Vehicular, cycle, and pedestrian accesses **to the plots**
- c. **On plot** vehicular and cycle parking
- d. **On plot** vehicular turning arrangements
- e. **On plot** manoeuvring arrangements
- f. **On plot** loading and unloading arrangements.

Reason: To ensure safe and appropriate access and egress to the premises, in the interests of highway safety and the convenience of prospective users of the highway.

62. Provision of approved access, turning and parking areas

No part of any non-residential phase of the development shall be brought into use until the approved vehicle access, parking, manoeuvring and turning areas approved under Condition **61** have been constructed in accordance with the approved drawings. Once created these areas shall be maintained clear of any obstruction and retained for their intended purpose at all times

Reason: To ensure appropriate on-site facilities in the interests of highway safety and the general amenity of the development.

63. Doors and windows opening over the highway

All doors and windows on elevations of the building(s) adjacent to the existing and/or proposed highway shall be constructed and installed such that from the level of the adjacent highway for a height of 2.4 metres they do not open over the public highway and above 2.4 metres no part of an open door or window shall come within 0.5 metres of the carriageway. Any future replacement doors and windows shall also comply with this requirement.

Reason: To protect pedestrians and other highway users.

Informatives

Conditions 23 - 24: Main River Consent

Formal consent from the Environment Agency will be required for any works in, over, under or within 8m of a main river and/or flood defence. The consent must be obtained before any works commence.

Conditions 23 - 24: Surface Water

All surface water drainage details should be agreed with North Yorkshire County Council and the Internal Drainage Board before development commences. Where there are known issues of either surface water flooding or localised flooding from watercourses classified as non main river (that are outside Flood Zones 2 and 3) the applicant should agree any necessary flood compensation with the IDB and North Yorkshire County Council in their role as lead local flood authority.

Conditions 23 - 24: Flooding/Erosion

It is the applicant's responsibility to ensure that their operations do not cause or exacerbate flooding problems and/or erosion problems for others as a result of their works.

Condition 29: Public Rights of Way

Applicants are advised to contact the County Council's Access and Public Rights of Way team at County Hall, Northallerton via 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.

Condition 44: Detailed plans of road and footway layout (outline all types)

In imposing condition number 41 it is recommended that before a detailed planning submission is made a draft layout is produced for discussion between the applicant, the Local Planning Authority and the Highway Authority in order to avoid abortive work. The agreed drawings must be approved in writing by the Local Planning Authority for the purpose of discharging this condition.

Condition 62: Provision of approved access, turning and parking areas

The proposals shall cater for all types of vehicles that will use the site. The parking standards are set out in the North Yorkshire County Council's published **interim parking standards or any subsequent standards in operation at the time of discharge of conditions.**

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