

Parish: Bedale
Ward: Bedale
1

Committee Date: 10 January 2019
Officer dealing: Mrs H Laws
Target Date: 17 January 2019

18/00592/FUL

**Residential development for the construction of 14 dwellings
At Bedale Allotment Association, The Allotment Gardens, Masham Road, Bedale
For Arncliffe Homes Ltd**

This application is referred to Planning Committee at the request of Councillor Noone

1.0 SITE CONTEXT AND PROPOSAL

- 1.1 This planning application seeks permission for the construction of 14 dwellings on an area of land that lies towards the south western end of Bedale, to the rear of dwellings on the eastern side of Masham Road and the allotment gardens. A children's play area lies on the southern side of the site. Vehicular access to the site is from the relatively new housing development on Calvert Way. The site which is allocated in the Local Development Framework for housing (BH1), is currently overgrown and fenced to all sides and was last used as allotments. To the north of the site lies undeveloped scrubland that forms the remainder of allocation BH1.
- 1.2 The location plan shows the extent of the site boundary covering an area of 0.48 hectares. The application has been submitted with a Planning Policy Statement; a Design and Access Statement; a Landscape layout; a Preliminary Ecological Appraisal; a Flooding and Drainage Statement; and a Stage 1 & 2 Desk Study and Geo-environmental Report.
- 1.3 It is proposed to access the site by the vehicular access from the existing hammerhead between numbers 11 and 15 Calvert Way, across a tarmacked area and a public right of way.
- 1.4 The scheme proposes seven pairs of semi-detached units; four of which would be 2 bedroomed and 10 of which would be three bedroomed. None of the dwellings would have garages but all would have driveways that extend alongside each of the houses, providing at least two parking spaces per dwelling. The houses would all have hipped roofs and front porches and be finished in brickwork and concrete pantiles.
- 1.5 A landscaping scheme has been submitted, which proposes the planting of trees and shrubs within and along the edge of the site. Existing hedgerows bounding the site would be retained.
- 1.6 There are no affordable houses proposed as part of the scheme.
- 1.7 As identified in Section 2.0 below, the site is allocated (BH1) for housing development within the Local Development Framework, as part of a larger site area for around 55 dwellings.
- 1.8 The layout plan retains a strip of land between this and the adjacent site.

2.0 RELEVANT PLANNING & ENFORCEMENT HISTORY

- 2.1 The site is allocated for housing development within the Council's Local Development Framework and the requirements are as follows:

BH1 Masham Road, Bedale (1.5ha)

This site is allocated for housing development in Phase 1 (up to 2016) subject to:

- i. development being at a density of approximately 35 dwellings per hectare, resulting in a capacity of around 55 dwellings (of which a target of 40% should be affordable);
- ii. types and tenure of housing developed meeting the latest evidence of local needs;
- iii. an alternative location being provided for the current allotments occupying the site;
- iv. vehicular access to the site being taken exclusively from Masham Road through the development to the south;
- v. contributions from the developer providing improvements to pedestrian and cycle access in the area, particularly retaining the public right of way across the site and along Firby Road to local facilities;
- vi. contributions from the developer towards providing public open space, necessary infrastructure improvements, particularly increasing sewerage and sewage disposal capacity; and
- vii. contributions from the developer towards the provision of additional school places and local health care facilities as necessary.

2.2 The site is smaller (0.48ha) than the allocated site (1.5ha). This is discussed in detail in paragraphs 5.3 and 5.4 below (allotments are retained but only on part of the site).

3.0 RELEVANT PLANNING POLICIES

3.1 The relevant policies are:

Core Strategy Policy CP1 - Sustainable development

Core Strategy Policy CP2 - Access

Core Strategy Policy CP4 - Settlement hierarchy

Core Strategy Policy CP5 - The scale of new housing

Core Strategy Policy CP5A - The scale of new housing by sub-area

Core Strategy Policy CP6 - Distribution of housing

Core Strategy Policy CP7 - Phasing of housing

Core Strategy Policy CP8 - Type, size and tenure of housing

Core Strategy Policy CP9 - Affordable housing

Core Strategy Policy CP16 - Protecting and enhancing natural and man-made assets

Core Strategy Policy CP17 - Promoting high quality design

Core Strategy Policy CP18 - Prudent use of natural resources

Core Strategy Policy CP21 - Safe response to natural and other forces

Development Policies DP1 - Protecting amenity

Development Policies DP4 - Access for all

Development Policies DP6 - Utilities and infrastructure

Development Policies DP8 - Development Limits

Development Policies DP13 - Achieving and maintaining the right mix of housing

Development Policies DP15 - Promoting and maintaining affordable housing

Development Policies DP30 - Protecting the character and appearance of the countryside

Development Policies DP31 - Protecting natural resources: biodiversity/nature conservation

Development Policies DP32 - General design

Development Policies DP33 - Landscaping

Development Policies DP43 - Flooding and floodplains

Size, type and tenure of new homes Supplementary Planning Document (SPD)

National Planning Policy Framework - published 24 July 2018

4.0 CONSULTATIONS

4.1 Bedale Town Council – no comments received (expiry date for representations 24/5/2018)

4.2 Highway Authority – the following comments have been received:

- Ownership of land outside 11 Calvert Way requires clarification. Whilst the applicant has included this area within the red line boundary, the owner of 11 Calvert Way has maintained and planted this area with a small boundary hedge. It is to be noted that this area is beyond the current adopted highway boundary and therefore this is a private matter which should be addressed between the applicant and the owner of 11 Calvert Way (the applicant has since confirmed that the land within the application site boundary is not on land owned by 11 Calvert Way)
- The applicant shall also consider the existing surfaced footpath running between the application site and number 11 and 15 Calvert Way; proposals should safely accommodate pedestrians, including crossing points either side of the main access to the proposed development.
- An existing unmade path, accessed from Pinewood Grove is located to the North Eastern boundary of the site. Whilst this is shown on the proposed site layout plan, the landscape layout plan shows this area to be a planted area.
- The site layout plan shows clear space for up to 2 spaces per property which meets the requirement of the Highway Authority.

Conditions are recommended.

4.3 Yorkshire Water Services – a condition is recommended.

4.4 Environmental Health Officer – no comments.

4.5 Senior Scientific Officer (land contamination) - The Phase 1 Desk Study and Geoenvironmental Report submitted with the above application identifies lead contamination at one sample location and recommends remediation to ensure a safe development. I can confirm that I agree with the findings of the report and conditions are recommended.

4.6 Site notice/local residents – four letters have been received from local residents whose comments are summarised as follows:

- At present this is a very quiet peaceful cul de sac
- Concern about access to property when the development is being built
- Clarification needed that the dwellings will be maximum 2 storey with no roof space rooms
- Parking on the Planning application form states 14 spaces are to be provided. This is totally inadequate and each dwelling should have a minimum of 2 spaces and 3 to include visitors to the 3 bedroom units. The parking on Calvert Way is horrendous with not enough off street parking provided and cars parked on the side of the road throughout the estate
- Path/track to the East side of the site is shown on some of the plans and should be re-instated as it would give better access to the Schools, Leisure Centre and Doctors from the top of the development.
- The drainage is inadequate as the houses on the Firby Road estate have to put up with sewage in their gardens since the Calvert Way houses were built.

- All utilities need to be updated.
- Consider the reinstatement of the old right of way from Masham Road to Pinewood Grove.

5.0 OBSERVATIONS

- 5.1 The principle of development has been established with the allocation of this site as part of a larger site for residential development. The remaining planning issues relate to (i) the principle of allowing only a part of the land allocated to be developed; (ii) the requirement for affordable housing provision; (iii) the impact on the character and appearance of the area; (iv) the design and housing mix within the development; (v) the impact on neighbour amenity; (vi) ecology; and (v) highway matters.

The Principle of Development

- 5.2 The LDF Core Strategy was adopted in 2007 and provides the basis for the scale and distribution of housing development within Hambleton. Following this the Allocations DPD identifies sites to meet and deliver the targets and objectives as set out within the Core Strategy. As noted in paragraph 2.1 above, 1.5ha of land is allocated for new housing under Policy BH1, of which this site forms a part, and which states that the site is allocated for housing for release in Phase 1 (up to 2016).
- 5.3 The site allocation consists of an area that includes the allotment site in its entirety as well as an area of adjacent scrubland within separate ownership. The application site forms only part of the allocated BH1 site; an additional area in the south eastern corner of the application site does not lie within the boundary of the allocation but it forms part of the same site physically. The application site covers an area of 0.48ha.
- 5.4 Due to problems in trying to relocate the allotments elsewhere in Bedale, the allotments have been consolidated and improved within part of their original site. As such no housing is now anticipated on this element of the allocation. The allocation sought the replacement of any lost Allotments in an alternative location. This has not been achieved previously or as a result of this application. Given that the allotments have been previously consolidated onto a smaller part of the site, the application itself does not result in the loss of any further allotments.
- 5.5 The remaining part of the allocation to the north east, the undeveloped scrubland, is not included within this application as the site is in separate ownership and is likely to be developed separately. The applicant is unwilling to extend the access road to the end of the site as the developer is contractually obliged to provide a 1m buffer between the land owned by the landowner and the adjacent site.
- 5.6 The provision of the strip does not preclude access in the future into the adjacent site but would require negotiation between the landowners. Details of case law have been provided, which confirms that where there would be no technical impediments to the extension of the access into the other site, the issue to be resolved is a matter for the landowners and is a private commercial matter rather than material to the planning decision.
- 5.7 On the basis that the site has gone through an extensive site allocations process; that the community has had the chance to comment on that site allocation process; and that the Development Limits boundary includes the application site (including the element not included within the allocation), it is considered that the development has in principle support.

Affordable Housing Provision

- 5.8 Policy BH1 states that the site is allocated for housing subject to development being at a density of approximately 35 dwellings per hectare, resulting in a capacity of around 55 dwellings for the site as a whole. The proposed scheme, on the smaller part of the site, would result in a density of 29 dwellings per hectare.
- 5.9 The Policy states a target of 40% provision of affordable housing. The applicant is not proposing the provision of any affordable housing nor any contribution towards affordable housing.
- 5.10 Within Bedale affordable housing can be sought on schemes of 15 or more units, or sites of 0.5ha or more under Policy CP9. This site falls just below the 15 unit threshold and, at 0.48ha is just below the Local Plan site area threshold above which affordable housing contributions are required.
- 5.11 The artificial subdivision of this site to avoid affordable housing provision would not be acceptable. However, in this instance it is considered that the site is independent of the adjacent site in terms of ownership, use and as a separate planning unit, clearly separated by a hedgerow with no rights of access between the two elements. The site is a distinct entity from the adjacent land and is not therefore an artificial subdivision. Case law indicates that it should be considered on the basis of it being a separate site, on its own merits and in accordance with Policy CP9. This means that affordable housing cannot be required as part of the proposed development.
- 5.12 The provision and retention of the allotments on part of the allocated site restricts the developable area and therefore the provision of 14 units as proposed, rather than 15 units, would not be an artificial under-development of the site. The density is lower than that envisaged within Policy BH1 (29 houses rather than 35 houses per hectare) but this is reflective of the shape of the site and the provision of the central access road. In addition, a section of land that does not lie within the allocation has been incorporated into the application site. Each of the houses has an adequate area of amenity space and separation and the insertion of an additional unit, just to achieve the affordable housing threshold, would be likely to result in a cramped and over-developed site.

Impact on the character and appearance of the area

- 5.13 The suitability of the site for residential development has been assessed during consideration of the Allocations DPD. The site is surrounded by other residential uses and would be a sustainable form of development.
- 5.14 The existing site is of no visual merit and its development would not result in the loss of an important area of open space. The proposed linear form of the development reflects the shape of the site with a relatively low density development to either side of an S-shaped central access road, which continues the existing cul de sac of Calvert Way.
- 5.15 It is considered that the proposed layout would respect the general built form of the town. There is no identified harmful impact to the built or historic environment.
- 5.16 Policy DP8 states that the location of the Development Limits will ensure that development within it will not have a detrimental impact on the character, appearance and environmental quality of the adjacent countryside or otherwise conflict with the environmental policies of the LDF. The proposed development is wholly within the town and would have no impact on the character and appearance of the surrounding countryside.

Design and housing mix

- 5.17 One of Hambleton's strategic planning objectives, set out in The Core Strategy Local Development Document (2007), is 'to protect and enhance the historic heritage and the unique character and identity of the towns and villages by ensuring that new developments are appropriate in terms of scale and location in the context of settlement form and character'.
- 5.18 Policies CP17 and DP32 require the highest quality of creative, innovative and sustainable design for buildings and landscaping that take account of local character and setting, promote local identity and distinctiveness and are appropriate in terms of use, movement, form and space.
- 5.19 The National Planning Policy Framework supports this approach and, at paragraph 130, states that planning permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.
- 5.20 The submitted Design and Access Statement concludes that the dwellings would be appropriate within their context and would integrate well into the town of Bedale. The proposed layout is a traditional cul-de-sac development of semi-detached dwellings, which is common within this part of the town. Although some of the dwellings vary in size, they are of a uniform design, which is different to that of the Calvert Way development where many of the dwellings vary in terms of form, height and design. The scheme would be more in keeping with the older, lower density developments of Masham Road and Grange Road and are therefore considered appropriate for this part of Bedale.
- 5.21 Of the 14 houses proposed 10 are 3 bed roomed and 4 are two bed roomed. All of the proposed units are two-storey, semi-detached properties. Policies CP8 (Type, Size and Tenure of Housing) and DP13 (Achieving and Maintaining the Right Mix of Housing), require proposals for housing to take account of local housing need in terms of the size, type and tenure of dwellings. The provision of two and three bedroom homes is prioritised by the Size, Type and Tenure of New Homes SPD and is considered acceptable in this location.

Impact on neighbour amenity

- 5.22 LDF Policy DP1 requires that all development proposals must adequately protect amenity, particularly with regard to privacy, security, noise and disturbance, pollution (including light pollution), vibration and daylight. The application proposes a layout of semi-detached dwellings fronting onto the newly created access road with adequate separation from each other to respect privacy and outlook.
- 5.23 The pair of semi-detached dwellings at Plots 11 and 12 lie in close proximity to the boundary at the south eastern part of the site. The existing dwelling at number 16 Pinewood Grove lies almost at right angles to the proposed dwellings, facing directly over the rear garden of Plot 11. A 3m tall conifer hedge, which separates the two sites, currently provides the outlook at ground floor level for the existing dwelling and would provide privacy for the new residents. The closest point between the two dwellings lies at approximately 10m but neither the side nor rear elevations are directly in line with the front elevation of number 16 and would not adversely affect amenity to the extent that it would be contrary to LDF Policy DP1.
- 5.24 It is recommended that a condition be imposed requiring the submission of a management plan prior to building work commencing to control the hours of

operation and vehicle movements during the period of construction at the site in order to limit its impact on residential amenity.

Ecology

- 5.25 Policy DP31 of the Development Policies DPD states that “Permission will not be granted for development which would cause significant harm to sites and habitats of nature conservation...Support will be given...to the enhancement and increase in the number of sites and habitats of nature conservation value”.
- 5.26 The ecological appraisal submitted with the application concludes that the site currently has a low ecological value with no notable habitats for protected species, particularly due to its separation by roads and existing development from wildlife corridors, although with some potential for nesting birds. It is concluded that the proposed development is unlikely to have a significant adverse effect.
- 5.27 Opportunities for enhancement are included as recommendations, such as the provision of bat and bird boxes and the planting of a species rich hedgerow along the boundaries. An appropriate condition could be imposed to secure the implementation of these measures.

Highway Matters

- 5.28 The Highway Authority initially expressed concern that the land between the existing cul de sac of Calvert Way and the application site was planted and appeared to have been incorporated within the plot associated with 11 Calvert Way. Evidence has been provided that the site does not lie within the ownership of number 11 and therefore would be available for use in the creation of the access into the site. The Highway Authority has confirmed their agreement to the proposed access.
- 5.29 The existing unmade path along the north eastern boundary is not a public right of way; there is already an alternative public right of way along the south western boundary, which provides access through to the southern end of this route from Masham Road and it is not considered that a footpath route at both ends would be necessary.
- 5.30 The Highway Authority raises no objection subject to conditions.

6.0 RECOMMENDATION

- 6.1 That subject to any outstanding consultations the application is **GRANTED** planning permission subject to the following conditions:
1. The development hereby permitted shall be begun within three years of the date of this permission.
 2. Prior to development commencing, details and samples of the materials to be used in the construction of the external surfaces of the development shall be made available on the application site for inspection and the Local Planning Authority shall be advised that the materials are on site and the materials shall be approved in writing by the Local Planning Authority. The development shall be constructed of the approved materials in accordance with the approved method.
 3. All new, repaired or replaced areas of hard surfacing shall be formed using porous materials or provision shall be made to direct run-off water from the hard surface to an area that allows the water to drain away naturally within the curtilage of the property.

4. No part of the development shall be used after the end of the first planting and seeding seasons following the first occupation or completion of the building whichever is the sooner, unless the landscaping scheme shown on the landscaping plan received by Hambleton District Council on 26 June 2018 has been carried out. 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.
5. The package of ecological enhancement as detailed within the Preliminary Ecological Appraisal produced by Brooks Ecological received by Hambleton District Council on 19 March 2018 shall be carried out in full.
6. Prior to development commencing detailed cross sections shall be submitted to and approved in writing by the Local Planning Authority, showing the existing ground levels in relation to the proposed ground and finished floor levels for the development. The levels shall relate to a fixed Ordnance Datum. The development shall be constructed in accordance with the approved details and thereafter be retained in the approved form.
7. No dwelling shall be occupied until its associated boundary walls, fences, hedgerows and other means of enclosure associated with it have been constructed in accordance with the details approved in accordance with the details shown on the landscaping plan received by Hambleton District Council on 26 June 2018. All boundary walls, fences, hedgerows and other means of enclosure shall be retained and no part thereof shall be removed without the prior written consent of the Local Planning Authority.
8. The following land contamination investigation, remediation and verification conditions must be addressed sequentially.
 - a) The outcome of the investigations will indicate the further site investigation, remediation and verification that may be required. In all instances if contamination is found or suspected at any time during development that was not previously identified all works shall cease and the Local Planning Authority shall be notified in writing immediately. No further development shall be undertaken until a detailed site investigation and risk assessment, having regard to current best practice, has been carried out. Where remediation is necessary a Remediation Strategy shall be submitted to and approved in writing by the Local Planning Authority before any further development occurs.
 - b) No development shall commence until the approved remediation scheme has been implemented.
 - c) The development shall not be occupied until a Verification Report, having regard to current best practice, has been submitted to and approved in writing by the Local Planning Authority.
9. The development shall be carried out in accordance with the details shown on the submitted Flooding and Drainage Statement prepared by ARP (Report 956/29r1 dated 11/11/2015), unless otherwise agreed in writing with the Local Planning Authority.
10. 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, until the following drawings and details have been submitted to and approved in writing by the Local Planning 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
- drainage and sewerage system
- lining and signing
- traffic calming measures
- all types of surfacing (including tactiles), kerbing and edging.

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 agreed otherwise in writing by the Local Planning Authority with the Local Planning Authority.

11. No dwelling to which this planning permission relates shall be occupied until the carriageway and any footway/footpath from which it gains access is 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 with the Local Planning Authority before the first dwelling of the development is occupied.
12. 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 until the access(es) to the site have been set out and constructed in accordance with the published Specification of the Highway Authority.
13. There shall be no movement by construction or other vehicles between the highway and the application site(except for the purposes of constructing the initial site access) until that part of the access extending 20metres into the site from the carriageway of the existing highway has been made up and surfaced in accordance with Standard Detail number A1 and the published Specification of the Highway Authority. All works shall accord with Specification of the Highway Authority unless otherwise approved in writing by the Local Planning Authority. Any damage during use of the access until the completion of all the permanent works shall be repaired immediately.
14. No dwelling shall be occupied until the related parking facilities 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.

15. 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. These facilities shall include the provision of wheel washing facilities where considered necessary by the Local Planning 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 agrees in writing to their withdrawal.
16. There shall be no access or egress by any vehicles between the highway and the application site until full details of a safe and satisfactory access to the adopted highway have been submitted to and approved in writing by the Local Planning Authority. The development shall not be brought into use until the approved access is available for use.
17. No development for any phase of the development shall take place until a Construction Method Statement for that phase has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period for the phase. The statement shall provide for the following in respect of the phase:
 - a. the parking of vehicles of site operatives and visitors
 - b. loading and unloading of plant and materials
 - c. storage of plant and materials used in constructing the development
 - d. erection and maintenance of security hoarding including decorative displays and facilities for public viewing where appropriate
 - e. wheel washing facilities
 - f. measures to control the emission of dust and dirt during construction
 - g. a scheme for recycling/disposing of waste resulting from demolition and construction works
 - h. HGV routing to avoid.
18. The permission hereby granted shall not be undertaken other than in complete accordance with drawing numbers 4992 - A(00)01 P01; A(00)02 P01; A(00)03 P05; A(00)04 P04; A(00)07 P01; A(00)08 P01 received by Hambleton District Council on 19 March, 26 June and 20 July 2018 unless otherwise approved in writing by the Local Planning Authority.

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. 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.
3. To reduce the volume and rate of surface water that drains to sewers and watercourses and thereby not worsen the potential for flooding in accordance with Hambleton LDF Policies CP21 and DP43.

4. In order to soften the visual appearance of the development and provide any appropriate screening to adjoining properties in accordance with LDF Policies CP16 and DP30.
5. To enhance the biodiversity of the site in accordance with PDF Policies CP16 and DP31.
6. To protect the amenity of the neighbouring residents and to ensure that the development is appropriate to the character and appearance of its surroundings in accordance with Policies CP1, DP1, CP17 and DP32 of the Hambleton Local Development Framework.
7. To protect the amenity of the neighbouring residents and to ensure that the development is appropriate to the character and appearance of its surroundings in accordance with Policies CP1, DP1, CP17 and DP32 of the Hambleton Local Development Framework.
8. In order to take proper account of the risks to the health and safety of the local population, builders and the environment and address these risks and in accordance with the LDF Policy CP21.
9. In the interest of satisfactory and sustainable drainage in accordance with LDF Policies CP2 and DP4.
10. To secure an appropriate highway constructed to an adoptable standard in the interests of highway safety and the amenity and convenience of highway users in accordance with LDF Policies CP2 and DP4.
11. To ensure safe and appropriate access and egress to the dwellings, in the interests of highway safety and the convenience of prospective residents in accordance with LDF Policies CP2 and DP4.
12. To ensure a satisfactory means of access to the site from the public highway in the interests of vehicle and pedestrian safety and convenience in accordance with LDF Policies CP2 and DP4.
13. To ensure a satisfactory means of access to the site from the public highway in the interests of vehicle and pedestrian safety and convenience in accordance with LDF Policies CP2 and DP4.
14. 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 in accordance with LDF Policies CP2 and DP4.
15. To ensure that no mud or other debris is deposited on the carriageway in the interests of highway safety in accordance with LDF Policies CP2 and DP4.
16. In the interests of highway safety in accordance with LDF Policies CP2 and DP4.
17. To provide for appropriate on-site vehicle parking and storage facilities, in the interests of highway safety and the general amenity of the area in accordance with LDF Policies CP2 and DP4.
18. 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 Hambleton Local Development Framework Policies.

Informatives

1. The applicant is advised that prior to the initial occupation of any individual dwelling hereby permitted, the following bins and recycling box conforming to European Standard EN840 should be provided by the developer for the exclusive use of the occupants of that dwelling:
1 x 240 litre black wheeled bin for general waste
1 x 240 litre black wheeled bin with a blue lid for mixed household recycling; and
1 x 55 litre blue recycling box for glass bottles and jars.
In order to guarantee EN840 compliance the Council will only collect from bins and boxes sourced from Hambleton District Council - Waste and Streetscene.
If the developer does not pay for bins and boxes, each new resident will be required to pay for them. In the event that no payment is made, the Council will not collect waste and recycling from the dwelling concerned.
Further details of the Council's Waste and Recycling Collection Policy and the charges for bins and boxes is available at www.hambleton.gov.uk or by telephoning 01609 779977
2. In imposing condition number 10 above 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.
3. You are advised that a separate licence will be required from the Local Highway Authority in order to allow any works in the adopted highway to be carried out. The 'Specification for Housing and Industrial Estate Roads and Private Street Works' published by North Yorkshire County Council, the Highway Authority, is available at the County Council's offices. The local office of the Highway Authority will also be pleased to provide the detailed constructional specification referred to in this condition.
4. Any landscaping within the site is to be positioned and maintained such that it does not encroach on or over the adjacent highway. No tree shall be planted within two metres of any part of the proposed adopted highway.