

Parish: Stokesley

Ward: Stokesley

7

Committee Date : 27 June 2019

Officer dealing : Ms Aisling O'Driscoll

Target Date: 17 May 2019

Date of extension of time (if agreed):

19/00359/OUT

Application for Outline Planning Permission with Some Matters Reserved (considering access only) for Residential Development as amended by plan received on 31 May 2019. at OS Field 7272 Land North Of Hebron Court The Stripe Stokesley

for Taylor Wimpey UK Ltd.

1.0 SITE, CONTEXT AND DESCRIPTION

- 1.1 This site is located on the north western edge of Stokesley. It is open agricultural land that adjoins residential development to the south and east. There is further open agricultural land to the north and west. To the south west and west of the site are sites SH1 and SC1 allocated for housing and allotments/open space respectively. There is an extant permission at the SH1 site for 178 dwellings which is currently under construction.
- 1.2 The application site includes a small area of land to the north-west that forms part of the SC1 allocation. The land is allocated for allotments or community gardens and general recreation purposes.
- 1.3 This application is for outline consent with access considered for residential development. Scale, layout, appearance and landscaping are reserved matters and therefore the number of units remains unspecified. The portion of land that forms part of SC1 is shown as public open space.
- 1.4 During the life of the application, in response to an initial objection from the Highways Officer, the access points to the development were amended.

2.0 RELEVANT PLANNING AND ENFORCEMENT HISTORY

- 2.1 Land allocated for housing in the Hambleton Local Development Framework allocations Development Plan Document.

3.0 RELEVANT PLANNING POLICIES:

- 3.1 The relevant policy of the Development Plan and any supplementary planning policy advice are as follows;

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 CP6 - Distribution 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 CP21 - Safe response to natural and other forces

Development Policies DP1 - Protecting amenity

Development Policies DP3 - Site accessibility

Development Policies DP4 - Access for all
Development Policies DP6 - Utilities and infrastructure
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
Affordable Housing - Supplementary Planning Guidance - June 2008
Supplementary Planning Document - Sustainable Development - Adopted 22 September 2009
Supplementary Planning Document - Size, type and tenure of new homes - adopted September 2015
Supplementary Planning Document - Open Space, Sport and Recreation Adopted 22 February 2011
National Planning Policy Framework

4.0 CONSULTATIONS

4.1 Stokesley Town Council – The Town Council raise the following concerns:

- Concern about the land removal and infill proposals
- Flooding if land levels are altered
- Any temporary compound should be located away from existing dwellings
- Neighbouring properties should be surveyed if any piling is to be undertaken
- The indicative layout is out of character with the local area
- Concern over the classification of the new access route and suitability of a “t-junction”

4.2 Highways Authority – No objection subject to conditions

4.3 Environment Agency – Refer to standing advice

4.4 Lead Local Flood Authority – No objection subject to conditions

4.5 Northumbrian Water – No objection subject to condition relating to a detailed drainage scheme

4.5 Environmental Health Officer – No objection subject to condition relating to construction management

4.6 NYCC Footpaths Officer – Recommends an informative re keeping the public footpath clear of obstruction

4.7 Ramblers Association - Public Right of Way should be maintained and screened from the estate by hedging etc.

4.8 Housing Officer –. Provided requirements for Affordable Housing Provision

4.9 Public Comments - 65 letters of representation were received in relation to this application: 1 letter of support and 64 in objection. The majority of the objections make reference to the emergency access originally proposed through The Stripe. During the life of the application it was agreed with the applicant that the access

points defined in the allocation policy SH2 have already been determined as the preferable routes. The application was subsequently amended.

The following issues have been raised:

- Principle of development and lack of local need for housing
- Need for smaller homes
- Inadequate infrastructure to support increased population
- Impact on residents during construction
- Increased crime and anti-social behaviour
- Impact of potential parking restrictions
- Highway safety
- Devaluation of property
- Impact on biodiversity
- Objection to access being taken from Hebron Road as already congested

In addition to the above a 10 day re-consultation period was undertaken to allow comment on the updated access points. Two further letters of representation were received. One from an existing objector withdrawing their original objection but maintaining concern over potential pedestrian access to The Stripe. The second from a land owner objecting to the access arrangements and claiming not to have been notified of the application. Whilst the original application form does not indicate that Northumbrian Land Ltd were notified it is clear from the submission that they had sufficient time to engage a consultant to assess and comment on the updated access arrangements. The applicant has been asked to clarify the position with regard to this notification.

5.0 ANALYSIS

5.1 Having regard to Section 38(6) of the Planning and Compulsory Purchase Act 2004, applying all relevant Development Plan policies, and considering all other policy and guidance (including the NPPF and PPG) and all other material planning considerations, including representations received, it is considered that the main planning considerations raised in relation to the determination of this application are:

i) The principle of development in this location; ii) Affordable housing provision; iii) Highway safety; iv) Drainage and flood risk; v) Amenity; vi) Impact on protected species; vii) Archaeology and ; viii) Community engagement

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 above, the majority of the application site is allocated for new housing under Policy SH2 with the remainder allocated for community gardens and recreational purposes under Policy SC1. Policy SH2 states that the site is allocated for housing for release in Phase 3 (2021-2026). In December 2013, following an audit of allocated sites and sites with planning permission, the Council approved the relaxation of the housing phasing policy in the Plan. This was to ensure that a robust and deliverable supply of housing sites was

available to cover the 5 year period from October 2013 to September 2018. The bringing forward of this application is therefore supported in principle.

- 5.3 On the basis that the site has gone through an extensive site allocations process, that the community has had the chance to comment on and that the Development Limits boundary includes the majority of the application site, it is considered that the development for residential purposes has in principle support through the Local Development Framework.
- 5.4 The portion of land that falls within the SC1 allocation falls within Flood Zone 2. As indicated in the LDF this area is not considered suitable for housing unless more accurate modelling is produced that shows a more precise flood extent acceptable to the EA or suitable and satisfactory mitigation measures are put in place. It is recommended that a condition be imposed ensuring that this area is developed in line with the allocated use and not used for further housing at reserved matters stage.

Affordable Housing provision

- 5.5 Policy SH2 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 101 dwellings (of which a target of 50% should be affordable)”. The applicant has submitted a viability assessment which has concluded that the development could provide 30% affordable housing. .
- 5.6 The Council’s Housing Officer has outlined the following requirements for affordable units in the area:
- 70: 30 tenure split (rented : intermediate)
 - Mix of 2 and 3 bedroom houses
 - 10% bungalows across whole scheme
 - All units to meet the Nationally Described Space Standards
 - Affordable dwellings to be transferred to a Registered Provider at the agreed transfer prices – 2 bed £65,200 and 3 bed £79,200.
 - Affordable dwellings to be pepper-potted throughout the development in clusters of no more than six to eight dwellings.
 - The dwellings to be energy efficient and affordable to run to those on lower incomes.
- 5.7 In this location the policy requirement for affordable housing is 50%. It is clear from the submitted viability appraisal that 50% is not achievable. The main components of the appraisal are considered to be in line with industry norms, with the main impediments to viability being the abnormal costs associated with development of the site. It is considered that in this case it has been reasonably demonstrated that 30% affordable housing is acceptable in this instance, subject to details to be received at the Reserved Matters stage.

Highway Safety

- 5.8 The application is for outline permission with access only considered. The original proposal included an access point from the west joining onto the development at SH1 and a secondary emergency access from The Stripe to the East. The Highways Officer raised an objection to this stating that the proposed vehicular access amounts to a Minor Access Road which is not acceptable for a site of 100 properties (assuming that the density outlined in the LDF will be achieved). The site requires a

Major Access Road with 2 points of access. At that point it was unclear if the access through The Stripe would be suitable, noting that this was not the intention at the time of the allocation being made. On inspection of the area it was found that access through The Stripe would present a more convoluted access to distributor roads. Access through Hebron Road would provide a more direct access. In addition to this policy SH2 states that two access points are required, one from Westlands (which will run through the development at the SH1 site to the south and west of the site) and one from Hebron Road (sufficient to serve both developments at SH1 and SH2).

- 5.9 The application was subsequently amended moving the access point from The Stripe and replacing it at Hebron Road. The Transport Assessment was updated accordingly. The Highways Officer was further consulted and has responded with no objection to the scheme subject to conditions relating to: details of road and footpath layouts and their construction; discharge of surface water; construction management; details of works in the highway; provision of access; turning and parking areas; parking for dwellings and provision of a travel plan

Drainage and flood risk

- 5.10 Paragraph 163 of the NPPF states that when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment. Development should only be allowed in areas at risk of flooding where, in the light of this assessment (and the sequential and exception tests, as applicable) it can be demonstrated that: a) within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location; b) the development is appropriately flood resistant and resilient; c) it incorporates sustainable drainage systems, unless there is clear evidence that this would be inappropriate; d) any residual risk can be safely managed; and e) safe access and escape routes are included where appropriate, as part of an agreed emergency plan.
- 5.11 Local Policy DP43 states that Development proposals will not be permitted where they would have an adverse effect on watercourses or increase the risk of flooding elsewhere. Development will only be permitted if it has an acceptably low risk of being affected by flooding, assessed against the Environment Agency's flood zone maps and other local information, and where all necessary mitigation measures on or offsite are provided.
- 5.12 LDF policy SH2 states that no residential development should take place within areas of potential flooding.
- 5.13 The lead Local Flood Authority was consulted and initially objected to the application as they considered that the run-off rates had not been calculated correctly and raising concerns that the development could increase flood risk elsewhere. They considered that the applicant had not demonstrated that there would be sufficient storage space available on site to accommodate surface water.
- 5.14 In response to this the applicant submitted an updated Flood Risk Assessment. The Lead Local Flood Authority reviewed this and found the updated assessment to be acceptable. A number of conditions are recommended relating to percolation testing, runoff restriction scheme and exceedance flow routes. It is considered reasonable to deal with these matters by condition and through the course of a Reserved Matters application.
- 5.15 Northumbrian Water raised no objection subject to the submission of a detailed drainage scheme which should be secured by condition.

- 5.16 It is concluded that subject to conditions, the site is capable of development without detriment in terms of the impacts of flooding in the vicinity of the application site. The proposed development is considered to comply with relevant National and Local policies in respect of drainage and flooding.

Impact on protected species

- 5.17 Paragraph 175 of the NPPF states that when determining planning applications, local planning authorities should apply the following principles:
a) if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused; Paragraph 175 d) indicates that opportunities to incorporate biodiversity improvements in and around developments should be encouraged, especially where this can secure measurable net gains for biodiversity. 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".
- 5.18 A preliminary ecological appraisal was submitted with the application. The assessment found that habitats on-site were generally considered to be of low ecological value with the exception of areas of woodland and boundary hedgerows which offer the best opportunities for biodiversity. The report recommends the retention and protection of boundary hedgerows and woodland where possible. It is recommended therefore that tree root protection areas be secured by condition. The indicative masterplan shows that the existing boundary trees and hedgerows are to be maintained. Whilst landscaping is a reserved matter not being considered at this stage the retention of these boundaries as priority habitats is considered important. It is therefore recommended that the retention and protection of boundary hedgerows and trees be secured by condition.
- 5.19 The preliminary assessment found three waterbodies within 500 metres of the site which could support Great Crested Newts. Further investigations were recommended by this report. In response a Great Crested Newt eDNA survey was undertaken and a report submitted with the application. The report indicates that a negative result was obtained confirming a likely absence of Great Crested Newts. No further survey work or mitigation is recommended.
- 5.20 The preliminary assessment found that lighting associated with the scheme has the potential to disturb foraging bats along the hedgerows and areas of woodland. The report recommends that illumination of the boundary hedgerows and woodland be avoided.
- 5.21 The report also indicates that there is the potential for any vegetation clearance to damage or destroy active nests. It is therefore recommended that a condition be imposed to ensure that any clearing of the site is undertaken outside of nesting season which typically runs from March to August.
- 5.22 No evidence of badgers or other protected species was found at the site.
- 5.23 The assessment provided and subsequent testing indicate that the proposal will not have a significant impact on local biodiversity in accordance with the NPPF and Local Policy DP31.

Archaeology

- 5.24 Paragraph 193 of the NPPF states that “when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance”.
- 5.25 Paragraph 197 of the NPPF states that: “the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.
- 5.26 In addition to the above, Footnote 63 states that “Non-designated heritage assets of archaeological interest, which are demonstrably of equivalent significance to scheduled monuments, should be considered subject to the policies for designated heritage assets.
- 5.27 Local Policy DP29 indicates that the preservation or enhancement of archaeological remains and their settings will be supported, taking account of the significance of the remains.
- 5.28 Field-walking undertaken within the site has resulted in the retrieval of a number of artefacts ranging in date from the Neolithic to post-medieval. Based on previous archaeological finds in the vicinity of the site, an Archaeological Geophysical Survey was commissioned. A magnetic gradient survey was carried out by Phase Site Investigations Ltd. The resulting report indicates the presence of a number of anomalies that could not be characterised by the survey. Insufficient information has been presented to fully assess the significance of archaeological deposits at the site.
- 5.29 The developer subsequently agreed to carry out further investigation in the form of trial trenching. The trial trenching was undertaken and the resulting report submitted. The report indicates that nothing of significance was found. Subject to confirmation from NYCC County Archaeologist it is considered that the development will not have a significant impact on any heritage assets. Further updates will be provided following the response of the County Archaeologist.

Design and Community engagement

- 5.30 Whilst this application is in outline and as such includes little detail in terms of design, it forms a central part of the future design and layout of the development.
- 5.31 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.”
- 5.32 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 settings, promote local identity and distinctiveness and are appropriate in terms of use, movement, form and space.
- 5.33 The National Planning Policy Framework supports this approach and, at paragraph 64, 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. Paragraph 66 sets an expectation that applicants engage with the local community in drawing up the design of their schemes:

“Applicants will be expected to work closely with those directly affected by their proposals to evolve designs that take account of the views of the community. Proposals that can demonstrate this in developing the design of the new development should be looked on more favourably.”

- 5.34 Public consultation should be a genuinely meaningful exercise and must be guided by the Council's Statement of Community Involvement adopted in 2013, requiring that communities are offered genuine choice and a real opportunity to influence proposals in consultation exercises. In support of the application a community consultation statement has been submitted outlining the steps taken by the applicant which include a leaflet drop and public event with opportunity to submit comments. 16 responses to the public exhibition were received. The responses were similar to those received by the Council and noted in section 4 above. The agent has addressed these responses within the submitted Consultation Statement, insofar as they can be addressed at this stage. It is considered that the applicant has approached community consultation in accordance with the Council's Statement of Community Involvement but that a greater level of involvement at the later design stages will be necessary and this will provide greater opportunities for local people to shape the way the site is developed.

Residential Amenity

- 5.35 Policy DP1 states that all development proposals must adequately protect amenity, particularly with regard to privacy, security, noise and disturbance, pollution (including light pollution), odours and daylight. The application is in outline with access only considered so although an undetailed indicative layout has been provided, it is not for approval.
- 5.36 The Parish Council has raised concern over finished land levels. Although there is little detail at this stage it is recommended that a condition be included to require the submission of a site section plan showing the finished land levels. There is no expectation of significant alterations to land levels to enable the development of this site.
- 5.37 Given the status of the site as an allocation within the LDF it is considered that a satisfactory layout could be achieved which preserves the existing amenity of the neighbouring properties in accordance with DP1.
- 5.38 In order to ensure that residential amenity is preserved it is recommended that a condition be imposed requiring the submission of a management plan 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.

6.0 RECOMMENDATION

- 6.1 That subject to any outstanding consultations the application be **GRANTED** subject to the following condition(s) and the requirement for a Section 106 agreement to ensure the delivery of affordable housing.

1. Application for the approval of all of the reserved matters shall be made to the Local Planning Authority not later than three years from the date of this decision and the development hereby approved shall be begun on or before whichever is the later of the following dates: i) Five years from the date of this permission ii) The expiration of two years from the final approval of the reserved matters or in the case of approval on different dates, the final approval of the last such matter to be approved.

2. The development shall not be commenced until details of the following reserved matters have been submitted to and approved by the Local Planning Authority: (a) the layout (b) scale (c) appearance, including a schedule of external materials to be used and (d) the landscaping of the site.

3. Unless otherwise approved in writing by the Local Planning Authority the permission hereby granted shall not be undertaken other than in accordance with the drawing(s) numbered 1878:01 Rev A received by Hambleton District Council on 31.05.2019 insofar as it relates to the access to the development and the general layout in relation to the position of residential development and public open space.

4. 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:

- (1) Detailed engineering drawings to a scale of not less than 1:500 and based upon an accurate survey showing:
 - (a) the proposed highway layout including the highway boundary
 - (b) dimensions of any carriageway, cycleway, footway, and verges
 - (c) visibility splays
 - (d) the proposed buildings and site layout, including levels
 - (e) accesses and driveways
 - (f) drainage and sewerage system
 - (g) lining and signing
 - (h) traffic calming measures
 - (i) all types of surfacing (including tactiles), kerbing and edging.
- (2) 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:
 - (a) the existing ground level
 - (b) the proposed road channel and centre line levels
 - (c) full details of surface water drainage proposals.
- (3) Full highway construction details including:
 - (a) 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
 - (b) when requested cross sections at regular intervals along the proposed roads showing the existing and proposed ground levels
 - (c) kerb and edging construction details
 - (d) typical drainage construction details.
- (4) Details of the method and means of surface water disposal.
- (5) Details of all proposed street lighting.
- (6) Drawings for the proposed new roads and footways/footpaths giving all relevant dimensions for their setting out including reference dimensions to existing features.

- (7) Full working drawings for any structures which affect or form part of the highway network.
- (8) 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.

5. 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 base course macadam level or block paved (as approved) 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.

6. There shall be no access or egress by any vehicles between the highway and the application site until full details of any measures required to prevent surface water from non-highway areas discharging on to the existing or proposed highway together with a programme for their implementation, have been submitted to and approved in writing by the Local Planning Authority. The works shall be implemented in accordance with the approved details and programme.

7. 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(es) extending 30 metres into the site from the carriageway of the existing highway has been made up and surfaced in accordance with the approved details and the published Specification of the Highway Authority. All works shall accord with the approved details 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.

8. Except for investigative works there shall be no excavation or other ground 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 required highway improvement works, listed below, have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

(ii) An independent Stage 2 Safety Audit has been carried out in accordance with HD19/03 - Road Safety Audit or any superseding regulations.

(iii) A programme for the completion of the proposed works has been submitted.

The required highway improvements shall include:

The provision of tactile paving pedestrian crossings along Hebron Road from the application site to Westlands at the Westlands / Hebron Road junction at the Westlands / Allen Grove junction

Improved cycle link along The Stripe and North Road to Stokesley town centre.

9. The development shall not be brought into use until the highway works required under condition number 7 above have been constructed in accordance with the details approved in writing by the Local Planning Authority.

10. No part of the development shall be brought into use until:-
- (i) vehicular, cycle, and pedestrian accesses
 - (ii) vehicular and cycle parking
 - (iii) vehicular turning arrangements
 - (iv) manoeuvring arrangements

have been constructed in accordance with details submitted to and approved in writing by the Local Planning Authority Once created these areas shall be maintained clear of any obstruction and retained for their intended purpose at all times.

11. There shall be no site clearance, demolition, excavation or depositing of material in connection with the construction on the site until the following proposals have been submitted to and approved in writing by the Local Planning Authority:

- (i) an on-site parking capable of accommodating all staff and sub-contractors vehicles clear of the public highway
- (ii) measures to ensure vehicles associated with construction works use the approved parking areas and do not park on the public highway
- (iii) a materials storage area on the site capable of accommodating all materials required for the operation of the site and measures to ensure its use
- (iv) the protection of trees;

The works shall be carried out in accordance with the approved method statement and the approved areas shall be kept available for their intended use at all times whilst construction works are in operation.

12. Prior to the development being brought into use, a Travel Plan shall have been submitted to and approved in writing by the Local Planning Authority. This shall include:

- (i) Agreed targets to promote sustainable travel and reduce vehicle trips within specified timescales
- (ii) A program for the implementation of such measures and any proposed physical works
- (iii) Procedures for monitoring the implementation of the plan and;
- (iv) Evidence of monitoring and compliance

The travel plan shall be implemented and the development shall thereafter be carried out and operated in accordance with the approved Travel Plan.

13. No development for any phase of the development shall commence until a Construction Phase Management Plan has been submitted to, and approved in writing by, the Local Planning Authority. The approved Construction Phase Management Plan shall be adhered to throughout the construction period for the phase.

The plans shall include, but not be limited to, arrangements for the following in respect of each phase of the works:

- (i) Protection of carriageway and footway users at all times during construction

- (ii) Erection and maintenance of hoardings, including decorative displays, security fencing and scaffolding on/over the footway and carriageway and facilities for public viewing where appropriate
- (iii) Protection of contractors working adjacent to the highway
- (iv) Measures to manage the delivery of materials and plant to the site, including routing and timing of deliveries
- (v) Loading and unloading of materials and plant
- (vi) Storage of plant and materials used in constructing the development
- (vii) Wheel washing facilities
- (viii) Measures to control the emission of dust and dirt during construction
- (ix) Storage of plant and materials used in constructing the development
- (x) Removal of materials from site including a scheme for recycling/disposing of waste resulting from demolition and construction works
- (xi) The protection of trees
- (xii) Measures to control and monitor construction noise
- (xiii) A program for the works
- (xiv) Details of site working hours
- (xv) Details of external lighting

14. The development shall not commence until percolation testing to determine soil infiltration rate is carried out in accordance with BRE 365 Soakaway Design (2003) and CIRIA Report 156 Infiltration drainage - manual of good practice (1996). Method of test must be relevant to proposed SuDS. Testing must be carried out at or as near as possible to the proposed soakaway location (no greater than 25m from proposed soakaway for uniform subsoil conditions. For non-uniform subsoil conditions testing must be carried out at the location of the soakaway). Testing must be carried out at the appropriate depth for proposed SuDS (e.g. invert level, base level of soakaway etc.) relative to existing ground levels. Three percolation tests are to be performed at each trial pit location to determine the infiltration rate, where possible. Where slower infiltration rates are experienced, testing must be carried out over a minimum period of 24 hours (longer if 25% effective depth is not reached). 25% effective depth must be reached. Extrapolated test data will not be accepted.

15. Development shall not commence until a scheme restricting the rate of development flow runoff from the site has been submitted to and approved in writing by the Local Planning Authority. The flowrate from the site shall be restricted to a maximum flowrate of 12 l/s for up to the 1 in 100 year event plus climate change critical storm event. A 30% allowance shall be included for climate change effects and a further 10% for urban creep for the lifetime of the development. Storage shall be provided to accommodate the minimum 1 in 100 year plus climate change critical storm event. The scheme shall include a detailed maintenance and management regime for the drainage network and storage facility. No part of the development shall be brought into use until the development flow restriction works comprising the approved scheme has been completed. The approved maintenance and management scheme shall be implemented throughout the lifetime of the development.

16. No development shall take place until an appropriate Exceedance Flow Plan for the site has been submitted to and approved in writing by the Local Planning Authority. Site design must be such that when SuDS features fail or

are exceeded, exceedance flows do not cause flooding of properties on or off site. This is achieved by designing suitable ground exceedance or flood pathways. Runoff must be completely contained within the drainage system (including areas designed to hold or convey water) for all events up to a 1 in 30 year event. The design of the site must ensure that flows resulting from rainfall in excess of a 1 in 100 year rainfall event are managed in exceedance routes that avoid risk to people and property both on and off site.

17. Prior to development commencing above existing ground level, details of the existing ground and floor levels of site and neighbouring buildings and the proposed ground and finished floor levels of the site shall be submitted to and approved in writing by the Local Planning Authority. The levels shall relate to an identified fixed Ordnance Datum. The development shall be constructed in accordance with the approved details and thereafter be retained in the approved form.

18. Development shall not commence until a detailed scheme for the disposal of foul and surface water from the development hereby approved has been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall take place in accordance with the approved details.

19. Prior to occupation of the dwellings, details of proposed fencing of The Stripe lifting station near the eastern boundary of the site shall be submitted to and approved in writing by the Local planning Authority. Thereafter the fencing shall be constructed in accordance with the approved details and maintained for the life of the development.

20. The boundary hedgerows and trees surrounding the site shall be retained as outlined on drawing number 1878:01 Rev A received by Hambleton District Council on 31.05.2019.

21. Any vegetation clearance or hedgerow trimming must be undertaken outside of the bird nesting season (which typically runs from March to August) unless under the supervision of suitably qualified professional who has assessed the potential to disturb nesting birds.

The reasons are:-

1. To ensure compliance with Section 92 of the Town and Country Planning Act, 1990
2. To ensure compliance with Section 92 of the Town and Country Planning Act, 1990.
3. For the avoidance of doubt and to ensure that residential development is located away from areas of potential flooding.
4. To secure an appropriate highway constructed to an adoptable standard in the interests of highway safety and the amenity and convenience of highway users.
5. To ensure safe and appropriate access and egress to the dwellings, in the interests of highway safety and the convenience of prospective residents.
6. In the interests of highway safety.

7. To ensure a satisfactory means of access to the site from the public highway in the interests of vehicle and pedestrian safety and convenience.
8. To ensure that the details are satisfactory in the interests of the safety and convenience of highway users.
9. In the interests of the safety and convenience of highway users.
10. To provide for appropriate on-site vehicle facilities in the interests of highway safety and the general amenity of the development.
11. To provide for appropriate on-site vehicle parking and storage facilities, in the interests of highway safety and the general amenity of the area.
12. To establish measures to encourage more sustainable non-car modes of transport.
13. In the interest of public safety and amenity
14. To ensure the site is properly drained, to determine surface water destination and to prevent flooding to properties
15. To mitigate additional flood impact from the development proposals and ensure that flood risk is not increased elsewhere.
16. To prevent flooding to properties during extreme flood events and to mitigate against the risk of flooding on and off the site.
17. In order to protect the amenity and character of the area and to accord with the requirements of Development Policy DP32 and DP1.
18. To prevent the increased risk of flooding from any sources in accordance with the NPPF
19. In accordance with policy SH2 of the LDF.
20. To ensure retention of valuable primary habitat in accordance with policies CP16 and DP31.
21. To ensure that nesting birds are not disturbed in accordance with policies CP16 and DP31.