

**Parish: Brompton**  
Ward: Northallerton North & Brompton  
**3**

Committee Date : 14 November 2019  
Officer dealing : Aisling O'Driscoll  
Target Date: 16 October 2019  
Date of extension  
of time (if agreed): 31 October 2019

**19/01499/FUL**

**Construction of 21 affordable residential dwellings with associated landscaping and parking as amended by plans received by Hambleton District Council.  
at Land Off Danes Crest Brompton North Yorkshire  
for Mr Lea Smith.**

## **1.0 SITE CONTEXT AND PROPOSAL**

- 1.1 The application site is located to the north east of Lead Lane and south of Cockpit Hill within the Brompton Development limits and Conservation Area This is an allocated site for housing under policy NH3 of the Local Development Framework (LDF). This site is predominantly in agricultural use (pasture). It is located close to the centre of Brompton and its existing services and amenities. The site is surrounded by residential development, with a small bus depot/garage adjacent to the south. There is a small number of lock up garages on-site.
- 1.2 The application is for full planning permission for the construction of 21 affordable dwellings.
- 1.3 The original submission was for 22 dwellings, however, in order to provide a better layout, landscaping and sufficient parking, one dwelling was removed from the scheme. Access to the development is to be taken from Danes Crest. In order to facilitate this 8 of the existing garages are to be demolished.

## **2.0 PLANNING & ENFORCEMENT HISTORY**

- 2.1 None

## **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 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 CP19 - Recreational facilities and amenity open space  
Development Policies DP1 - Protecting amenity  
Development Policies DP2 - Securing developer contributions  
Development Policies DP3 - Site accessibility  
Development Policies DP4 - Access for all  
Development Policies DP13 - Achieving and maintaining the right mix of housing  
Development Policies DP15 - Promoting and maintaining affordable housing  
Development Policies DP28 - Conservation  
Development Policies DP30 - Protecting the character and appearance of the countryside

Development Policies DP32 - General design  
Development Policies DP33 - Landscaping  
Development Policies DP37 - Open space, sport and recreation  
Development Policies DP43 - Flooding  
Affordable Housing - Supplementary Planning Document - Adopted 7 April 2015  
Site Allocation HH3 - LDF allocation of the site for housing  
National Planning Policy Framework

## **4.0 CONSULTATIONS**

- 4.1 Brompton Parish Council – No objection subject to the resolution of the following issues:
- Access from Danes Crest
  - Car parking
  - Pedestrian crossing at Cockpit Hill
  - Sewerage and rainwater issues
  - Visibility exiting Danes Crest
- 4.2 Environmental Health Officer – Raised concern regarding noise during construction. A condition restricting hours of work during construction is therefore recommended.
- 4.3 Environmental Health Officer (contaminated land) – No objection subject to conditions relating to gas monitoring and ceasing of works should unexpected contamination be found.
- 4.4 NYCC County Archaeologist – A geophysical survey was received which showed negative results and therefore no further archaeological assessment or mitigation is required.
- 4.5 NYCC Highways Officer – No objections subject to conditions relating to detailed plans, construction of roads prior to occupation of dwellings, parking and a construction management plan.
- 4.6 North Yorkshire Police (Designing out Crime) – The overall design does not raise any significant concerns, however, some issues should be dealt with relating to ambiguous space, external access to rear gardens of mid-terraced properties, secure cycle storage for each dwelling, security lighting for each dwelling, appropriate street lighting.
- 4.7 Yorkshire Water – No objection subject to conditions relating to provision of separate systems of foul and surface water drainage and adherence to the Flood Risk Assessment.
- 4.8 Public Comments: Eight letters of objection were received raising the following issues:
- Traffic and access issues
  - Loss of parking
  - Detrimental impact on neighbouring amenity
  - Flooding and drainage
  - Positioning of 2.5 storey dwellings near the northern boundary
  - Removal of grassed area that children use
  - Road safety
  - Access should be taken from Lead Lane
  - Disturbance during construction/construction management
  - Loss of cul de sac amenity/ability of children to play out safely

## **5.0 OBSERVATIONS**

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 as follows:

i) Principle of Development, ii) Affordable Housing and Housing Mix, iii) Design of the dwellings and impact on the surrounding Conservation Area, iv) Highways, v) Residential amenity, vi) Flooding and drainage, vii) Open space, viii) Landscaping

#### Principle of Development

5.2 The principle of residential development has already been established by the allocation of the site for housing under NH3 of the LDF. The allocation indicates that

- development should be at a density of approximately 30 dwellings per hectare, resulting in a capacity of around 20 dwellings (of which a target of 40% should be affordable)
- type and tenure of housing meeting the latest evidence on local needs
- design of any development respecting the location within Brompton Conservation Area;
- provision of improvements to the access and visibility
- suitable replacement parking provision being provided to replace existing garages on site; and
- contributions from the developer towards the provision of additional school places and local health care facilities as necessary

5.3 It is noted that the proposed development is for 100% affordable housing.

#### Affordable Housing and Mix

5.3 The allocation policy NH3 requires that 40% of the units be offered as affordable housing. In addition CP9 outlines that in the Northallerton area 40% affordable housing is required as a target on sites of 15 units or more. The application is for 21 units, 100% of which are to be offered as affordable housing. Two units will be offered on an affordable rent basis and 19 on a rent to buy basis. The requirement for the area and under the allocation NH3 is for 40%. The Council's Housing Officer has been consulted and has agreed that the proposal meets the requirements for the area.

5.4 With regard to housing mix Core Strategy Policy CP4 states that proposals for housing must take appropriate account of local housing needs in terms of size, type and tenure of dwellings. The table below shows the proposal against the housing mix targets outlined in the Size, Type and tenure SPD. Whilst there are no one bedroom properties the entire development is for two and three bedroom properties. If the bungalows are included in the two bed total there is a provision of almost 57% two bedroom properties. Whilst it is encouraged that more bungalows be provided in this area the applicant has, in essence, provided the amount required by the SPD. In addition the provision of 100% affordable units would outweigh any discrepancy in mix. It is argued, however, that the provision of smaller two and three bedroom houses is in itself desirable and weighs in favour of the proposed development.

| Type          | Target Percentage | No. of Units | Proposal |
|---------------|-------------------|--------------|----------|
| One Bedroom   | 10%               | 0            | 0        |
| Two Bedroom   | 35%               | 10           | 47.6%    |
| Three Bedroom | 25%               | 9            | 42.8%    |
| Four Bedroom  | 10-15%            | 0            | 0        |
| Two Bedroom   | 10%               | 2            | 9.5%     |

Table: Housing mix compared against SPD Target Mix

- 5.5 The Council's Size Type and Tenure SPD also indicates that the nationally described space standards will be used to guide the provision of new housing. The proposed dwellings all meet the required space standards.

#### Design of dwellings and impact on surrounding Conservation Area

- 5.6 The application site is located within the Brompton Conservation Area which extends behind Cockpit Hill and south east along Lead Lane incorporating the application site.
- 5.7 Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires the Council to have special regard to the desirability of preserving or enhancing the character or appearance of the Conservation Area. LDF policy DP28 states that conservation of the historic heritage will be ensured by identifying, protecting and enhancing Conservation Areas and notes that Development within or affecting the feature or its setting should seek to preserve or enhance all aspects that contribute to its character and appearance and in the case of a Conservation Area, any appraisal produced for that Area. Permission will be granted, where this is consistent with the conservation of the feature, for its interpretation and public enjoyment, and developments refused which could prejudice its restoration. Particularly important considerations will include the position and massing of new development in relation to the particular feature, and the materials and design utilised.
- 5.7 In addition to this the NPPF sets out the following guidance for the assessment of development affecting designated heritage assets:

Paragraph 193: 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.

Paragraph 194: Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Paragraph 196: Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal

Paragraph 200: Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.

- 5.8 The design statement submitted in support of the application outlines the approach taken in the design of the individual house types and the wider site. The layout of the development is somewhat constrained by the topography of the site which slopes down to the north. The design statement indicates that site levels have been designed to create level access to dwellings with the falls across the site minimised through retaining elements and gradients to create a development that harmonises the natural and built environment. The retaining walls also serve to protect levels and root structures around existing trees.
- 5.9 Access is to be taken from Danes Crest sweeping west into the site. The dwellings are to be inward facing with individual access off the main access road. The original submission included areas of landscaping at the entrance to the site. In response to Highways comments regarding parking provision, the layout was altered slightly to accommodate the required number of spaces. This has necessitated a reduction in these landscaped spaces. However, smaller landscaped areas have been introduced within the site to mitigate the overall impact of the built form.
- 5.10 The proposal includes a mix of bungalows, two storey dwellings and 2.5 storey dwellings with dormer windows. The dwellings are arranged in semi-detached and terraced configurations in keeping with the character of the village and which allows for the optimal use of the site. The design has taken into account the wider conservation area which also features a mix of two storey and 2.5 storey dwellings. The 2.5 storey dwellings allow for a larger living space whilst maintaining a reasonably small footprint. The detailed design takes note of other development in the area and incorporates existing elements such as entrance details, window designs and materials such as red brick, render and roof tiles. The design of the dwellings is intended to achieve a modern development which reflects elements of local architecture.
- 5.11 The site itself is located behind existing dwellings on Cockpit Hill, Lead Lane and Danes Crest. The site is therefore somewhat divorced from the main, traditional frontages in the Conservation Area. It is considered, therefore, that the design of the development is appropriate to its surroundings and will preserve the character of the conservation area.
- 5.12 In conclusion, it is considered that the proposed development results in no harm to the significance of the Conservation Area.

### Highways

- 5.13 Allocation Policy NH3 indicates that access to the site is possible from Danes Crest. However, visibility improvements will be required in liaison and agreement with North Yorkshire County Council Highways. The Highways Officer was consulted on the application and requested additional information in relation to the following:
- Displaced parking related to the demolition of the garages
  - Information regarding the operation of the remaining garages
  - Additional parking requirements within the development
  - Disconnection between the footway within the development and the existing footway
  - Insufficient width of a section of footway within the site
  - Insufficient space in the turning head.
- 5.14 In response to this a revised layout was provided addressing the parking provision within the site, revised footways and turning head. In response to the loss of the garages the applicant has indicated that Muir Housing Group took vacant possession of the garages in 2017. Since this date the garages have remained vacant.

- 5.15 In relation to the operation of the remaining garages turning details were provided which shows that the retained garages could still be used without adversely affecting pedestrian safety on the footway.
- 5.16 Some concern has been raised in relation to the visibility at the junction of Danelaw Road and Cockpit Hill. The Highways Officer has confirmed that advice backed by research published in Manual for Streets 2 in 2010 states that there is no evidence that reduced visibility at junctions results in an increase of injury collisions in locations such as this. Whilst visibility remains reduced at this junction it has operated without any recorded accident and traffic speeds are low. The Local Highway Authority does not consider the use of the junction to be a matter of concern.
- 5.17 A request has been made for the provision of a pedestrian crossing at this junction. The applicant has considered the viability of providing a crossing and submitted a detailed technical note in support of their position. They have indicated that the development is likely to generate a maximum of 2 pedestrians and 1 bus user during peak hours. Given the size of the development in relation to the surrounding settlement this increase in movement will not have a significant impact on highway safety. The applicant has also considered the logistics of providing a crossing and found that there is no logical location in which to place a crossing. It is argued that a crossing in this area would require build-outs (which would reduce the width of the road) and removal of on street parking and, in one considered location, would require a second crossing on Fullicar Lane. It is considered that a pedestrian crossing is unnecessary in this case.
- 5.18 It is also argued that when there are no formal crossing arrangements, drivers and pedestrians are more aware and this is highlighted by the good safety history of the junction. However, when a pedestrian crossing is introduced, it may be that drivers/pedestrians become complacent increasing the risk. The applicant also draws attention to the argument that the development is for 100% affordable housing where viability of the development is sensitive. The development has already been decreased by one unit to accommodate parking requirements. The provision of unnecessary off-site highways works may compromise the viability of the development.
- 5.19 In light of the above information and Highways Officers comments it is considered that the provision of a crossing is not necessary.
- 5.20 The Highways Officer has formally responded with no objection to the application subject to conditions relating to detailed plans, construction of roads prior to occupation of dwellings, parking and a construction management plan.

#### Residential Amenity

- 5.21 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.
- 5.22 The application site is bordered to the north and east by existing dwellings. To the north properties fronting Cockpit Hill have long rear gardens. Ordnance Survey mapping shows these to measure in excess of 15metres in many cases. The properties proposed along this boundary have been set at a minimum, 7 meters back from the boundary with these properties. Whilst there is a marked land level difference between the application site and Cockpit Hill, the first floor windows facing this direction serve bedrooms which have a lower intensity use.

- 5.23 To the east of the site is number 12 Danes Crest. Concern was raised by a member of the public in relation to the impact of new dwellings on the current amenity levels of this property. In response to this the applicant has revised the layout to increase the separation distance between the boundary and the proposed dwelling. The proposed layout also shows that the dwelling proposed in this location is a bungalow and therefore the potential impact on the neighbouring property is reduced. Given the house type in conjunction with the separation distance it is considered that neighbouring amenity will be preserved in accordance with Development Policy DP1.

#### Flooding and drainage

- 5.24 The application site is located within Flood Zone 1 and area at the lowest risk of flooding. However, parts of the settlement of Brompton lie within Flood Zones 2 and 3. In support of the application a flood risk assessment has been provided. In summary, the report states that:
- a) foul water will discharge to 150 mm diameter public foul sewer in Danelaw Road;
  - b) sub-soil conditions do not support the use of soakaways;
  - c) a watercourse exists approximately 160 metres from the site, which is not feasible; and
  - d) surface water will discharge to public 225 mm diameter public surface water sewer in Danelaw Road, with restriction of 5 (five) litres per second.

- 5.25 Yorkshire Water were consulted and have responded with no objection subject to conditions relating to the provision of separate foul and surface water drainage systems and that the development be carried out in strict accordance with the submitted flood risk assessment.

#### Open space

- 5.26 The Open Space, Sport and Recreation SPD indicates that amenity green space and a children's play area should be provided on developments proposing between 10 and 79 dwellings. In this case part of the justification for the allocation of the site is that it is well connected to existing services and amenities. No specific provision for open space was included in the allocation policy NH3. It is clear from the size of the development site that the provision of onsite facilities would not be achievable. Within Brompton there are three playgrounds. One at Northallerton Road, one at Station Road both of which are within a five to six minute walk of the application site. There is further equipment located on the large village green between Fullicar Land and Water End, which is also approximately within a five minute walk of the site. In addition Northallerton rugby club is within walking distance, approximately 0.8 miles and further open space, skate-park and leisure centre are available at Stone Cross approximately 1 mile from the development site. As such it is considered that further on-site provision is not necessary.

#### Landscaping

- 5.27 An arboricultural method statement has been submitted in support of the application. The report includes an assessment of the existing trees and hedgerows on the site and sets out the works required to facilitate the development. The main areas for removal of existing vegetation are to the north boundary and to facilitate the access from Danes Crest to the south east.
- 5.28 On the north boundary the hedgerow is unmanaged and outgrown with gaps along its length with a small number of dead trees. This area has been categorised as low quality.

To the south east boundary G1, a group of trees again categorised as low value, will require removal to facilitate the construction of the access.

- 5.29 It is also recommended that a number of other trees require some pruning works including crown lifting. It is considered that the proposed works are necessary to facilitate the development. It is recommended that a condition be imposed to ensure that the tree and hedge works, including root protection areas, are carried out in accordance with the submitted method statement.

## **6.0 RECOMMENDATION:**

- 6.1 That subject to any outstanding consultations permission is **GRANTED** subject to the following conditions:

1. The development hereby permitted shall be begun within three years of the date of this permission.
2. The permission hereby granted shall not be undertaken other than in complete accordance with the drawing(s) numbered:  
Proposed Site Plan 15006-EARCH-PL-SI-DR-A-0110 Revision PO21 received 6<sup>th</sup> November 2019  
Proposed Boundary Treatment Plan 15006-EARCH-PL-SI-DR-A-0112 Revision P01 received 6<sup>th</sup> November 2019  
Proposed Materials Plan 15006-EARCH-PL-SI-DR-A-0113 Revision P01 received 9<sup>th</sup> July 2019  
Housetype 3(s) 15006-EARCH-PL-SI-DR-A-0120 Revision P01 received 6<sup>th</sup> November 2019  
Housetype 5 15006-EARCH-PL-SI-DR-A-0121 Revision P02 received 22<sup>nd</sup> August 2019  
Housetype B1 15006-EARCH-PL-SI-DR-A-0122 Revision P03 received 5<sup>th</sup> November 2019  
Detailed Planting Plan N879-ONE-ZZ-XX-M2-L-0200 Revision P01 received 9<sup>th</sup> July 2019  
unless otherwise agreed in writing by the Local Planning Authority.
3. Unless otherwise approved in writing by the Local Planning Authority the hours of work for all construction activities on this site are limited to between 08:00 and 18:00 Mondays to Friday and 08:00 to 13:00 Saturdays and not at all on a Sunday or Bank Holidays.
4. (a) Prior to commencement of development gas monitoring and/or a risk assessment shall be carried out by a competent person to assess ground gas generation and migration. The findings shall be submitted to and approved in writing by the local planning authority;  
(b) Based on the results of the gas monitoring and/or risk assessment, the detailed design of a gas protection system shall be submitted to and approved in writing by the local planning authority.  
(c) Prior to occupation of the development, a verification report that demonstrates the effectiveness of the gas protection system shall be submitted to and approved in writing by the local planning authority.
5. If contamination is found or suspected at any time during development, 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.

6. 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.
7. 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 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.
8. No dwelling shall be occupied until the related parking facilities have

been constructed in accordance with the approved drawing 0110-P021. Once created these parking areas shall be maintained clear of any obstruction and retained for their intended purpose at all times.

9. 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
10. Prior to the installation of surface or foul water drainage, full details of the drainage solution shall be provided in writing to and approved by the Local Planning Authority. The site shall be developed with separate systems of drainage for foul and surface water on and off site.
11. The development shall be carried out in strict accordance with the details shown on the submitted Flood Risk Assessment , revision 0, prepared by Portland Consulting , dated August 2018, and received by Hambleton District Council on 9th July 2019.
12. Unless otherwise approved in writing by the Local Planning Authority the development shall be carried out strictly in accordance with the Arboricultural Method Statement conducted by Elliott consultancy ltd, dated June 2019 and received by Hambleton District Council on 9th July 2019.
13. No above ground construction work shall be undertaken until details of the materials to be used in the construction of the external surfaces of the development have been submitted in writing to the Local Planning Authority for approval and samples have been made available on the application site for inspection (and the Local Planning Authority have been advised that the materials are on site) and the materials have been approved in writing by the Local Planning Authority. The development shall be constructed of the approved materials in accordance with the approved method.
14. Prior to the commencement of development, except for the formation of the access, full land and finished floor levels showing existing and proposed levels, across the site, shall be submitted to and approved 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. 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 Policy(ies) CP1, CP16, CP17, DP1, DP28 and National Planning Policy Framework.
3. In the interest of neighbour amenity.
4. In the interest of health and safety of the occupants of the development.
5. In the interest of health and safety.
6. In accordance with Policy CP2 and DP3 and to secure an appropriate highway constructed to an adoptable standard in the interests of highway safety and the amenity and convenience of highway users.
7. In accordance with Policy CP2 and DP3 and to ensure safe and appropriate access and egress to the dwellings, in the interests of highway safety and the convenience of prospective residents.
8. In accordance with Policy CP2 and DP3 and 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.
9. To provide for appropriate on-site vehicle parking and storage facilities, in the interests of highway safety and the general amenity of the area.
10. In the interest of satisfactory and sustainable drainage.
11. In the interest of satisfactory and sustainable drainage.
12. To ensure adequate protection of retained trees and hedgerows.
13. To ensure the materials are sympathetic to the character of the surrounding conservation area.
14. For the avoidance of doubt and to ensure that the amenity impact of the proposed development is acceptable in terms of Development Policy DP1.