

Parish: Aiskew

Ward: Bedale

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Committee Date: 18 August 2016

Officer dealing: Mrs H M Laws

Target Date: 3 September 2015

Date of extension of time (if agreed): 31 August 2016

15/01240/OUT

**Outline application for up to 105 dwellings with all matters reserved
at Wilbert Farm, Sandhill Lane, Aiskew
for Mr Robin Stead**

1.0 SITE DESCRIPTION AND PROPOSAL

- 1.1 This outline planning application seeks permission for the change of use of agricultural land at Wilberts Farm, Aiskew for up to 105 dwellings. The site area totals 3.74 hectares, of which 3 hectares are allocated for residential development in the Local Development Framework (site BH5). All matters (i.e. access, appearance, layout, scale and landscaping) are reserved for a later stage of approval although a proposed access point, to Sandhill Lane, is shown on an indicative layout.
- 1.2 Because all matters are reserved, the majority of information on the submitted drawings is merely illustrative and the only detail for consideration now is the extent of the site boundary. However, the application was submitted with several studies and assessments which are referred to and considered in sections 4 & 5 as necessary.
- 1.3 The site lies on the eastern side of Sandhill Lane, at the northern edge of Aiskew. The site was last used for agricultural purposes as an intensive poultry farm but is now in a poor state of repair with the remains of several poultry sheds and hardstanding throughout the site. Most of the buildings have either collapsed or are in a very dilapidated state. The derelict buildings, which contain asbestos, would be removed as part of the scheme.
- 1.4 The site also includes two dwellings towards the southern part of the site, which are currently occupied and would be demolished as part of the scheme.
- 1.5 While the landform is generally level the northern and western sides of the site slope downwards towards Bedale Road, with the unallocated portion lying at the northern end. The allocation site boundary, and the Development Limits of Bedale, cut through some of the poultry sheds.
- 1.6 Access to the site is from Sandhill Lane via the mini roundabout on the main A684 through Aiskew. A public right of way lies along the south western boundary of the application site providing footpath access from Sandhill Lane to Bedale Road (A684).
- 1.7 Details of the type and size of the dwellings have not been submitted at this stage. However, the proposal includes affordable housing at 25% of the total number of units on the site (this offer has been increased from 20%), compared with an aspiration of 40% in the allocation.

2.0 RELEVANT PLANNING & ENFORCEMENT HISTORY

- 2.1 01/00224/FUL - Layout of land and construction of 22 dwellings and domestic garages and construction of 2 buildings to comprise office accommodation; refused 5 November 2001.

2.2 The site is allocated for housing development within the Council's Local Development Framework (Allocations DPD 2010) and the requirements are as follows:

BH5 - WILBERTS FARM, SAND HILL LANE, AISKEW (3.0ha)

This site is allocated for housing development in Phase 3 (2021-2026), subject to:

- i development being at a density of approximately 35 dwellings per hectare, resulting in a capacity of around 105 dwellings (of which a target of 40% should be affordable);
- ii types and tenure of housing developed meeting the latest evidence on local needs;
- iii suitable access being gained from Sand Hill Lane;
- iv provision of landscaping to limit the visual impact on the approach to Aiskew from the north east;
- v the adjacent remainder of the farm buildings to be cleared and the area landscaped or returned to agricultural use;
- vi contributions from the developer towards providing footpath and cycleway links to the A684 and the Wensleydale Railway footpath and cycleway route including improvements to Bedale Bridge, public open space and, if required, additional drainage and sewerage infrastructure; and
- vii contributions from the developer towards the provision of additional school places and local health care facilities as necessary.

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 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 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
Allocations Document Policy BH5 - Wilberts Farm, Sandhill Lane, Aiskew - adopted 21 December 2010
National Planning Policy Framework - published 27 March 2012

4.0 CONSULTATIONS

4.1 Parish Council - Has any provision been made for the extra traffic this development will cause at the junction of Sandhill Lane and Bedale Road at the mini roundabout?

- 4.2 Highway Authority - in assessing the submitted proposals and reaching its recommendation the Local Highway Authority has taken onto account the following matters:
The design standard for the site is Design Manual for Roads and Bridges and the required visibility splay is 70m x 2.4m. The available visibility is 110m x 2.4m. Consequently the Local Highway Authority has no objections and recommends conditions.
- 4.3 NYCC Archaeologist - Agrees with the assessment of the site's archaeological potential, which is low and may have been impacted by the previous land use. Advises that a scheme of archaeological mitigation recording is undertaken in respect of the ground-disturbing works associated with the development.
- 4.4 Yorkshire Water - From the information provided by this application i.e. all surface water proposed to watercourse - planning conditions are not required from Yorkshire Water.
- 4.5 Ministry of Defence - no safeguarding objections.
- 4.6 Ramblers Association - there is a pedestrian link to the village via the public right of way. This link, some 1.0m width, surfaced with wood chips, is south west of the development and just outside its boundary. It is assumed that this will not be modified but retain its traditional nature.
- 4.7 Environmental Health Officer - I have concerns regarding the provision of foul and surface water drainage from the proposed development. The validity of the report provided previously by Yorkshire Water ended on 8 July 2015 and further consultation will be required between the Developer and Yorkshire Water. The following conditions should be applied to the application, if approved:

Development shall not commence until foul water and surface water drainage works have been carried out in accordance with details to be submitted to and approved by the Local Planning Authority.
- 4.8 Senior Scientific Officer (land contamination) - The application is supported by a Phase 1 Site Investigation Report (TerraConsult Report No 2021R01-2, June 2014) which includes a desk study, site walk over, hazard risk assessment and preliminary conceptual site model. The report identifies potential sources of contamination that could adversely impact on sensitive receptors and therefore an intrusive site investigation is proposed. I agree with this recommendation for further works, the results of which should, ideally, be submitted to the Council prior to determination.
- 4.9 Public comment - a total of 23 letters have been received from local residents, the majority of which are objecting to the proposed development, with comments summarised as follows:
- Major increase in vehicle access causing huge disruption;
 - Roads do not lend themselves to a two way road system; too narrow and would cause tail backs;
 - Building at least 90 houses would lead to 180 more vehicles, not to mention visitors;
 - The use of the mini roundabout onto Sandhill Lane is a nightmare;
 - Increase in noise pollution as a result of additional residents;
 - Increase in overlooking from the new dwellings adversely affecting privacy;
 - Structural impact of development;

- Strain on existing facilities in the village including doctor's surgery, schools and public transport;
- Impact on wildlife on the bridlepath;
- Not against development in principle but a further 105 dwellings would swamp the village;
- The current connection to the A684 is poorly sighted and has been the cause of a number of near miss incidents;
- The internal layout has the access for the development at the current gate at the West of the site making it next to a current public footpath between Sandhill Lane and Bedale Road A684! Thus all traffic is entering at one point whereas a central point would reduce the traffic density;
- The current mains supply is not of the best pressure and I doubt that there is scope to add to it! The water/sewage system has never been upgraded since the building of Badger Hill Drive, Jubilee Road and the current Nurseries development of the A684 Bedale Road;
- The area of the footpath at the A684 end of the footpath should also have bollards fitted to restrict vehicles of the size of bicycles and greater;
- For the past 3 - 4 years we have had to endure the inconvenience of the house builders on the A684 with all the road works, traffic lights, road closures and tippers etc. Just as we think there is nowhere left for anyone to start again this application appears and we've all had enough;
- Drainage in this area is already an issue, development of this area will make this much worse and we fear properties will flood;
- In favour of the development if the Sandhill Lane exit is opened onto the A6055;
- Another factor that makes this road hazardous is the lack of a footpath in the region of the A684, and in the planned future, around the bend approaching Wilbert Farm, Sandhill Lane;
- It astounds me that during the design phase the developer did not consider looking to see if there was an opportunity to purchase a small strip of land between A684 near the recent Aiskew development and the back of the site. A roundabout here would manage traffic and allow a main access in or out of the site for all traffic. This I am convinced would satisfy majority of local resistance to the development;
- This area was identified as Green Belt why has this been changed? A more modest application for six executive houses on the Chicken Farm was refused some 10 years ago;
- Using Sandhill lane for site vehicles is laughable!, especially in light of the habitat report, which recommends no development during nesting season, so this would therefore mean building in the months between October- February, I can assure you, local residents struggle often during winter months on this ungritted road. particularly leaving Spruce Gill Avenue, into Sandhill lane, and the corner of Sandhill Lane downhill to the mini roundabout;
- It's alright saying the new bypass will take the pressure off the main road but it won't reduce the flow of traffic past our house from the new development;
- A future developer must not be allowed to apply for direct vehicular access to individual houses; and
- The roundabout is so worn out it's not suitable for that amount of traffic leaving Sandhill Lane to join Bedale Road.

4.10 Comments in support are as follows:

- As someone who would very much like to see more houses available locally for people to buy, I am pleased to see some housing recently/currently being built in the area after a lack of building for seemingly many years previously and I would fully support the application submitted for housing on this site. I have wondered

before why the site hasn't been developed already to greatly improve and make better use of what is there now; and

- Not least with the BALB Relief Road also currently under construction and Sandhill/Back Lane no longer being a through road as it used to be, the plans for both the access and the site itself seem perfectly reasonable and I am sure this is somewhere people would be happy to live.

5.0 OBSERVATIONS

5.1 The main planning issues to take into account when considering this application relate to the following:

- The principle of development
- Affordable housing provision
- Impact on the character and appearance of the area
- Impact on neighbour amenity
- Highway matters
- Impact on protected species
- Community engagement
- Other material considerations

5.2 It should be noted that some of the public and consultee comments relate to matters of detail that would only be capable of consideration at the next stage, i.e. approval of reserved matters, if outline permission is granted. In addition, the financial and more general infrastructure requirements of Allocations Policy BH5 (i.e. funding towards footpath and cycleway improvements, additional school places and local healthcare facilities) are superseded by the implementation of CIL.

The principle of development

5.3 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 above, the majority of the application site is allocated for new housing under Policy BH5. Policy BH5 states that the site is allocated for housing for release in Phase 2 (2016-2021). 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 is available to cover the 5 year period from October 2013 to September 2018. The bringing forward of this application is therefore supported in principle.

5.4 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, 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. However, the implications of developing an additional 0.74 ha at the northern end of the site require further consideration.

5.5 The additional area proposed for development within this application is part of the operational area of the farm and its incorporation into the development site would allow for a lower density of development with improved landscaping, incorporating the existing boundary planting. As noted earlier, the allocation and the Development Limits run through the site and Members will recall that a similar situation existed on a development site in Dalton, where allocation TH4 did not cover the entire former turkey factory site. An application to build housing on the unallocated part was refused permission but allowed on appeal. In view of that precedent it is not

considered sustainable to resist the development of the additional 0.74 ha, which would include all of the former poultry farm. Furthermore, this site is within and immediately adjacent to a Service Centre, which is a highly sustainable location for development within Hambleton and therefore well suited to accommodating additional development.

Affordable housing provision

- 5.6 Policy BH5 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 105 dwellings”. The Policy also states a target of 40% provision of affordable housing, subject to viability testing. The applicant is proposing the provision of 25% affordable housing, amended from their original proposal of 20%.
- 5.7 The agent has confirmed that they would provide 25% affordable housing on the site. A report on a basic viability assessment has been undertaken on behalf of the Council by Kier, which suggests that the scheme could provide at least 28% of the dwellings as affordable units. The lack of significantly higher viability is due to abnormal costs to address highway improvements on the approach to the site, demolition costs and asbestos disposal. The Council's advisers have suggested that 28% would be a reasonable offer based on the submitted viability information. This would also be similar to comparable sites within Aiskew, such as the Taylor Wimpey site at Fox Covert Close (site BH3) (28% affordable provision). A requirement for the provision of 28% affordable housing is recommended should Members be minded to approve the application.
- 5.8 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, including appropriate provision for the needs of elderly people. As with most outline planning applications it is expected that the proposal will be refined at the reserved matters stage and details submitted to address these policies.
- 5.9 In order to secure the suggested affordable housing allocation, adequate provisions need to be put in place via a Section 106 Agreement to ensure that the affordable housing will meet local housing need.

Impact on the character and appearance of the area

- 5.10 The site has been disused for many years, is unsightly, and does not therefore contribute to either the built form of the town or the surrounding rural landscape. The removal of the remaining dilapidated agricultural sheds and the clearance of the hardstanding areas would improve the appearance of the site.
- 5.11 There is a well-established tree screen along the Sandhill Lane boundary of the site, which it is proposed to retain. This would help to integrate the proposed development into the site by softening the visual impact of new dwellings. Additional landscaping within the site would contribute to a high standard of layout design and this can be secured by condition and through the consideration of a reserved matters submission.
- 5.12 The additional application site area of 0.74ha forms part of the original poultry farm boundary. This part of the farmyard area is required by Policy BH5 to be cleared and the area landscaped or returned to agricultural use. The inclusion of the area within the application site does not preclude that (the allocation and the application are both for 105 dwellings) and the proposal need not therefore have a greater impact on the

appearance of the surrounding countryside than the form of development envisaged in the allocation.

- 5.13 Policy DP8 considers the location of the Development Limits and states that the location of the Development Limits will ensure that development within it will "c) 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. In any event, once the reserved matters are submitted the Council will endeavour to require the proposal to make a positive contribution to the settlement, in line with Policies CP17 and DP32, and will negotiate designs that are of a high standard and appropriate in this location. As noted earlier, the additional 0.74 ha does not have to be built on (the siting of buildings is a reserved matter) but if development were considered acceptable on that part of the site, it could be at a lower density so as to achieve a gentle transition to the countryside beyond.

Impact on neighbour amenity

- 5.14 The application is in outline with all matters reserved so although an indicative layout has been provided, it is not for approval. The site is bounded to the south west and south east by the rear boundaries of houses. It is important that separation distances are maintained. A significant amount of landscaping lies along the edges of the site and along the existing public right of way which, if retained, will help to reduce the impact of new development on the amenity of existing residents.
- 5.15 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.

Highway matters

- 5.16 All matters are reserved by the illustrative layout which shows an indicative position for the proposed access from Sandhill Lane. Many of the objections from the local community relate to the additional traffic that would be generated by the proposed development. However, it must be highlighted that the access arrangements were a factor in the assessment of suitable sites through the preparation and adoption of the Allocations DPD. Alternative accesses onto the A684 would require land that is well beyond the allocation site and would only be financially viable if a significantly more than the 105 dwellings identified in the allocation were to be developed, which is not proposed.
- 5.17 A Transport Assessment has been included with the planning application and this concludes that once the Bedale bypass is in use levels of traffic through the town will be significantly reduced so that the junction on the A684 with Sandhill Lane will be able to operate within capacity with the additional traffic that up to 105 dwellings would generate. The applicant's submission also includes a Travel Plan, comprising a package of measures aimed at sustainable travel to, from and within the application site.
- 5.18 The Bedale bypass is due to be opened by Roads Minister Andrew Jones on Thursday 11 August and therefore the assumptions about road capacity made in the allocation and in the application will be achieved. The Highway Authority advises there are no concerns with the suitability of the access road and the junction with the A684; consequently there would be no reason on highway safety grounds to refuse the application.

Impact on protected species

- 5.19 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”.
- 5.20 The habitat survey submitted with the application concludes that the buildings on the site, including the dwellings, have a low conservation value with no notable habitats for breeding bats or potential bat roost habitat. The site offers highly suitable arboreal nesting habitat for birds.
- 5.21 It is concluded that the proposed development is unlikely to have a significant adverse effect on protected species. Mitigation, to include caution during construction/demolition; timing, and the provision of bat access in new builds, is recommended to reduce any potential impact. It is also recommended that vegetation stripping is not undertaken within the bird breeding season (March to September).

Community engagement

- 5.22 Public consultation should be a genuinely meaningful exercise and must be guided by the Council's Statement of Community Involvement and paragraph 66 of the NPPF, which sets an expectation that developers should work closely with those affected by their proposals to evolve designs that take account of the views of the community. This is reflected in the Council's Statement of Community Involvement (SCI), which requires that communities are offered genuine choice and a real opportunity to influence proposals in consultation exercises. The NPPF states that proposals that can demonstrate this, in developing the design of the new development, should be looked on more favourably.
- 5.23 In January 2015 the agent invited the public to view and comment on the draft proposals at an exhibition held locally, prior to the submission of the outline planning application. A leaflet was delivered to houses that were accessible and local to the development site, a leaflet was also placed at the petrol filling station on Bedale Road and a public notice placed in the local newspaper. All information provided gave details of the exhibition or provided a link to a web site with the key facts of the development. The applicant received 33 responses to the public exhibition and via the web site. The responses received 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, with so many details yet to be provided.
- 5.24 It is considered that the applicant has approached community consultation in accordance with the Council's SCI 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.

6.0 RECOMMENDATION

- 6.1 That subject to any outstanding consultations the application is **GRANTED** planning permission subject to (i) the satisfactory completion of a planning obligation to secure not less than 28% of units as affordable housing as defined by LDF policy; and (ii) the following conditions:
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; and (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 siting, design and external appearance of each building, including a schedule of external materials to be used; (b) the means of access to the site; and (c) the landscaping of the site.
3. No above ground construction work shall be undertaken until details and samples of the materials to be used in the construction of the external surfaces of the development 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.
4. 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.
5. 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.
6. No development shall take place above foundation level until details relating to boundary walls, fences, hedgerows and other means of enclosure for all parts of the development have been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved details shall be implemented and retained prior to the first occupation of the related dwelling.
7. The development shall not begin until a scheme for the provision of affordable housing as part of the development (the 'Affordable Housing Scheme') has been submitted to and approved in writing by the Local Planning Authority. The affordable housing shall be provided in accordance with the Affordable Housing Scheme and shall meet the definition of affordable housing in Annex 2 of the National Planning Policy Framework or any future guidance that replaces it. The Affordable Housing Scheme shall include:
 - (a) the numbers, size, type, tenure and location on the site of the affordable housing provision which shall consist of not less than 28% of the overall total number of housing units on the site. The affordable housing provision shall comprise either houses or bungalows and shall accord with the Council's Affordable Housing SPD and/or any additional or successive planning policy document adopted by the Council;
 - (b) the timing of the construction of the affordable housing and its phasing in relation to the occupancy of the market housing which shall provide for the final affordable unit to be made available for occupation before occupation of 5 open market dwellings on the site;
 - (c) the arrangements for the transfer of the affordable housing to an affordable housing provider at the Council's agreed transfer price as defined in the Council's Affordable Housing SPD and/or any additional or successive planning policy document adopted by the Council the arrangements to ensure that such provision is affordable for both first and subsequent occupiers of the affordable housing; and
 - (d) the occupancy criteria to be used for

determining the identity of occupiers of the affordable housing and the means by which such occupancy criteria shall be enforced.

8. Development shall not commence until foul water and surface water drainage works have been carried out in accordance with details to be submitted to and approved by the Local Planning Authority.
9. No development shall be commenced until an assessment of the risks posed by contamination, carried out in line with the Environment Agency's Model Procedures for the Management of Land Contamination CLR11, has been submitted to and approved by the Local Planning Authority. A scheme for the remediation of any contamination shall be submitted and approved by the Local Planning Authority before any development occurs. The development shall not be occupied until the approved remediation scheme has been implemented and a verification report detailing all works carried out has been submitted to and approved in writing by the Local Planning Authority.
10. (a) No demolition or development shall take place until a Written Scheme of Archaeological Investigation has been submitted to and approved by the Local Planning Authority in writing. The scheme shall include (i) an assessment of significance and research questions; (ii) the programme and methodology of site investigation and recording; (iii) community involvement and/or outreach proposals; (iv) the programme for post investigation assessment; (v) provision to be made for analysis of the site investigation and recording; (vi) provision to be made for publication and dissemination of the analysis and records of the site investigation; (vii) provision to be made for archive deposition of the analysis and records of the site investigation; and (viii) nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.

(b) No demolition/development shall take place other than in accordance with the Written Scheme of Investigation approved under part (a) above; and

(c) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under part (a) above and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.
11. Prior to the development commencing, an Ecological Management Plan detailing measures to protect existing habitats and deliver biodiversity gain shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the approved scheme shall be implemented and maintained in accordance with the approved details.
12. Prior to commencement of work a Construction Management Plan including details of hours of operation and delivery times, methods of controlling noise and dust, details of lorry routes to and from the site, the parking of vehicles of site operatives and visitors, loading, unloading and storage of plant and materials, the erection and maintenance of security hoarding including decorative displays and facilities for public viewing where appropriate and site security measures during the construction period, shall be submitted to and approved in writing by the Local Planning Authority. The agreed scheme shall be implemented in accordance with the approved details.
13. 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; and 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; and 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 ; and 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; and (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.

14. 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.
15. 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. The details of the access shall have been approved in writing by the Local Planning Authority and the following requirements: (a) the details of the access shall have been approved in writing by the Local Planning Authority; and (b) provision of tactile paving in accordance with the current Government guidance. All works shall accord with the approved details unless otherwise approved in writing with the Local Planning Authority.
16. No part of the development shall be brought into use until the existing access on to Sandhill Lane has been permanently closed off and the highway restored. These works shall be in accordance with details which have been approved in writing by the Local Planning Authority. No new access shall be created without the written approval of the Local Planning Authority. These works shall include, where appropriate, replacing kerbs, footways, cycleways and verges to the proper line and level.
17. There shall be no access or egress by any vehicles between the highway and the application site (except for the purposes of constructing the initial site access) until splays are provided giving clear visibility of 70m measured along both channel lines of the major road Sandhill Lane from a point measured 2.4m down the centre line of the access road. The eye height will be 1.05m and the object height shall be 0.60m. Once created, these visibility areas shall be maintained clear of any obstruction and retained for their intended purpose at all times.

18. There shall be no access or egress by any vehicles between the highway and the application site (except for the purposes of constructing the initial site access) until visibility splays providing clear visibility of 2 metres x 2 metres measured down each side of the access and the back edge of the footway of the major road have been provided. The eye height will be 1.05 metre and the object height shall be 0.6 metres. Once created, these visibility areas shall be maintained clear of any obstruction and retained for their intended purpose at all times.
19. Unless otherwise approved in writing by the Local Planning Authority, there shall be no excavation or other groundworks, except for investigative works, or the depositing of material on the site in connection with the construction of the access road or building(s) or other works until:
 - (i) The details of the following off site required highway improvement works, works listed below have been submitted to and approved in writing by the Local Planning Authority: (a) provision of tactile paving; (b) to provide a carriageway width of 6.0m along the existing Sandhill Lane from its junction with Spruce Gill Ave to the development frontage. A 2.0m wide footway shall be provided on the northern side of the improved carriageway linking the development with the existing footway network along Sandhill Lane; (c) to provide Road lighting along Sandhill Lane, extending existing system to beyond the development site frontage; (d) upgrade the surface of existing footpath which runs the full length of the western boundary of the site. The footpath shall be levelled, graded and the final surface shall be a finished with an unbound material helping to improve access for pedestrians but in keeping with the surrounding;
 - (ii) an independent Stage 2 Road Safety Audit for the agreed off site highway works has been carried out in accordance with HD19/15 - Road Safety Audit or any superseding regulations and the recommendations of the Audit have been addressed in the proposed works; and
 - (iii) a programme for the completion of the proposed works has been submitted to and approved in writing by the Local Planning Authority.
20. Unless otherwise approved in writing by the Local Planning Authority, the development shall not be brought into use until the following highway works have been constructed in accordance with the details approved in writing by the Local Planning Authority under condition number 19: (a) provision of tactile paving; (b) to provide a carriageway width of 6.0m along the existing Sandhill Lane from its junction with Spruce Gill Ave to the development frontage. A 2.0m wide footway shall be provided on the northern side of the improved carriageway linking the development with the existing footway network along Sandhill Lane; (c) to provide Road lighting along Sandhill Lane, extending existing system to beyond the development site frontage; and (d) upgrade the surface of existing footpath which runs the full length of the western boundary of the site. The footpath shall be levelled, graded and the final surface shall be a finished with an unbound material helping to improve access for pedestrians but in keeping with the surroundings.
21. Unless otherwise approved in writing by the Local Planning Authority, there shall be no excavation or other groundworks, except for investigative works, or the depositing of material on the site in connection with the construction of the access road or building(s) or other works hereby permitted until full details of the following have been submitted to and approved in writing by the Local Planning Authority: (a) tactile paving; (b) vehicular, cycle, and pedestrian accesses; (c) vehicular and cycle parking; (d) vehicular turning arrangements; (e) manoeuvring arrangements; and (f) loading and unloading arrangements.
22. No part of the development shall be brought into use until the approved vehicle access, parking, manoeuvring and turning areas approved under condition number 21 are available for use unless otherwise 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.

23. All garages hereby approved shall be kept available at all times for parking of domestic vehicles ancillary to the occupation of the dwelling.
24. 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.
25. Unless otherwise approved in writing by the Local Planning Authority, there shall be no HCVs brought onto the site until a survey recording the condition of the existing highway has been carried out in a manner approved in writing by the Local Planning Authority.
26. All doors and windows on elevations of the building(s) adjacent to the existing and/or proposed highway shall be constructed and installed such that from the level of the adjacent highway for a height of 2.4 metres they do not open over the public highway and above 2.4 metres no part of an open door or window shall come within 0.5 metres of the carriageway. Any future replacement doors and windows shall also comply with this requirement.
27. Unless approved otherwise in writing by the Local Planning Authority there shall be no establishment of a site compound, site clearance, demolition, excavation or depositing of material in connection with the construction on the site until proposals have been submitted to and approved in writing by the Local Planning Authority for the provision of: (a) on-site parking capable of accommodating all staff and sub-contractors vehicles clear of the public highway; and (b) on-site materials storage area capable of accommodating all materials required for the operation of the site. The approved areas shall be kept available for their intended use at all times that construction works are in operation.
28. Unless otherwise approved in writing by the Local Planning Authority, there shall be no establishment of a site compound, site clearance, demolition, excavation or depositing of material in connection with the construction on the site until details of the routes to be used by HCV construction traffic have been submitted to, and approved in writing by the Local Planning Authority. Thereafter the approved routes shall be used by all vehicles connected with construction on the site.
29. The permission hereby granted shall not be undertaken other than in complete accordance with the location plan received by Hambleton District Council on 3 June 2015 unless otherwise approved in writing by the Local Planning Authority.

The reasons for the above conditions are:

1. To ensure compliance with Section 92 of the Town and Country Planning Act, 1990
2. To enable the Local Planning Authority to properly assess these aspects of the proposal, which are considered to be of particular importance, before the development is commenced.

3. 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.
4. 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.
5. 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.
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 ensure that the development provides affordable housing that meets the needs of the local community in accordance with the LDF Policies CP9 and DP15.
8. To ensure that no surface water discharges take place until proper provision has been made for its disposal in accordance with LDF Policies CP21 and DP43.
9. 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 Hambleton Local Development Framework Policy CP21.
10. This condition is imposed in accordance with Section 12 of the NPPF as the site is of archaeological interest.
11. In order to protect and enhance biodiversity in accordance with Policies CP16 and DP31 of the Hambleton Local Development Framework.
12. To protect the amenity of adjacent residents and to accord with Policies CP1 and DP1 of the Hambleton Local Development Framework.
13. 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 Policy CP2 and DP4.
14. 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 Policy CP2 and DP4.
15. In accordance with LDF Policies CP2 and DP4 and in the interests of highway safety.
16. In accordance with LDF Policies CP2 and DP4 and in the interests of highway safety.
17. In accordance with LDF Policies CP2 and DP4 and in the interests of highway safety.
18. In accordance with LDF Policies CP2 and DP4 and the interests of road safety to provide drivers of vehicles using the access and other users of the public highway with adequate inter-visibility commensurate with the traffic flows and road conditions.

19. In accordance with LDF policies CP2 and DP4 and to ensure that the details are satisfactory in the interests of the safety and convenience of highway users.
20. In accordance with LDF Policies CP2 and DP4 and in the interests of the safety and convenience of highway users.
21. In accordance with LDF Policies CP2 and DP4 and in the interests of the safety and convenience of highway users.
22. In accordance with LDF Policies CP2 and DP4 and to provide for appropriate on-site vehicle facilities in the interests of highway safety and the general amenity of the development.
23. In accordance with LDF Policies CP2 and DP4 and to ensure the retention of adequate and satisfactory provision of off-street accommodation for vehicles generated by occupiers of the dwelling and visitors to it, in the interest of safety and the general amenity the development.
24. In accordance with LDF Policies CP2 and DP4 and to ensure that no mud or other debris is deposited on the carriageway in the interests of highway safety.
25. In accordance with LDF Policies CP2 and DP4 and in the interests of highway safety and the general amenity of the area.
26. In accordance with LDF Policies CP2 and DP4 and to protect pedestrians and other highway users.
27. In accordance with LDF Policies CP2 and DP4 and to provide for appropriate on-site vehicle parking and storage facilities, in the interests of highway safety and the general amenity of the area.
28. In accordance with LDF Policies CP2 and DP4 and in the interests of highway safety and the general amenity of the area.
29. 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 Policies.