

Parish: Great Ayton

Ward: Great Ayton

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Committee Date: 5 January 2017

Officer dealing: Mr K Ayrton

Target Date: 13 December 2016

16/02048/FUL

**Change of use of land to holiday lodge park (54 lodges) with associated reception building, solar farm, landscaping and amenity ponds, together with formation and alteration of highway access and internal roads and associated car parking
At Angrove Park, Winley Hill, Great Ayton
For Mr Alan Petch**

1.0 SITE DESCRIPTION AND PROPOSAL

- 1.1 The application site is located on land that currently forms part of Winley Hill Farm. The farmstead is located approximately 1.7km to the west (as the crow flies) of the built up area of Great Ayton; and 0.8 km to the east of the built up area of Stokesley. The farmstead has an existing access off the A173, which crosses over the River Leven.
- 1.2 The application site covers approximately 13.43 hectares. It is located on the eastern part of the holding, with the eastern boundary of the application site being located approximately 600 metres to the west of the built up area of Great Ayton.
- 1.3 The application site includes a proposed vehicular access route, which heads north from the A173 over the River Leven, to the site. The site also extends to the north east to partly adjoin Yarm Lane.
- 1.4 The land surrounding the site generally comprises agricultural land, with some pockets of woodland. The River Leven extends along the south of the site and is delineated by the steep, vegetated banks of the river. Winley Hill Farm operates a camping / pod site on land to the west of the application site, next to an area of woodland, operated under the terms of a planning permission granted in 2011.
- 1.5 There are also a number of isolated residential properties located around the site. These include (distances indicate approximate separation from the edge of the boundary of the application site):
 - The Grange (and associated properties) – 165m
 - East Angrove – 155m
 - Angrove House – 620m
 - Angrove North Farm – 690m
 - Beatle Bridge – 425m
- 1.6 A public footpath passes along the southern boundary of the site, which runs parallel with the River Leven for the extent of its length. It is understood that some of this footpath is on land beyond the ownership of the applicant. It links to Stokesley to the west; and Yarm Lane to the east, just before it reaches the built up area of Great Ayton.
- 1.7 The nearest listed buildings are located some 0.5km away on Yarm Lane; and 0.8km away on the farmstead at Winley Hill Farm. The application site is not located within or close to the setting of any Conservation Areas. The nearest one is Great Ayton Conservation Area, which wraps around the edge of the built form of Great Ayton extending along Yarm Lane toward the application site.

- 1.8 The site and surrounding area is not the subject of any national or local landscape designations.
- 1.9 The topography of the site sees the land gently rise from the River Leven towards the north east, with some more localised level changes within the site. There is an existing network of planting along the southern and eastern boundary along with a field boundary passing through the centre of the site. The northern and western boundaries are more open to the wider field network.
- 1.10 The application is for a change of use of the land to form a holiday lodge park for the siting of 54 lodges with associated reception building, solar farm, landscaping and amenity points, together with the formation and alteration of highway access, internal roads and car parking.
- 1.11 The applicant has submitted several documents in support of the application, including:
- Transport Statement
 - Travel Plan
 - Tourism & Economic Impact Report
 - Consultation Statement
 - Details of Solar Panels
 - Agricultural Land Classification
 - Flood Risk & Drainage Assessment
 - Flood Risk Assessment
 - Supplementary Ecological Appraisal
 - Design and Access Statement
 - Planning Statement
- 1.12 The application has also been supported by a proposed site layout plan, however this is in illustrative form. Making reference to the proposed site plan and supporting planning and design and access statement, the proposed development includes:
- A reception building sited to the south west corner of the site. This would be formed by connecting two lodges together. The building would welcome visitors, provide office accommodation, staff toilet facilities and a bike hire facility;
 - 54 single storey lodges distributed evenly throughout the site, in clusters of three or four, incorporating a mix of 2, 3 and 4 bedroom units. No elevations have been submitted, however example images have been included in the design and access statement, which describes them as being “deliberately uncomplicated in order to create a peaceful and tidy aesthetic. They will be timber-clad with a timber-skirt, timber decking and slate effect roofs. The lodges fall within the legal definition of a caravan but are “high-end” in terms of their build-quality, external appearance and internal fixtures and fittings”;
 - The holiday lodges will be leasehold. Owners will be encouraged to hire their lodges to other holidaymakers through a site rental scheme operated by the management company;
 - New tree and shrub planting around the perimeter of the site to mitigate any visual impact;
 - Soft landscaping within the site along with pockets of open space and internal pedestrian and vehicular links;
 - A new vehicular access to the site from the A173, which would cross the River Leven. The new junction with the A173 would be an all movement priority junction (i.e. no traffic lights). A separate emergency access is proposed onto Yarm Lane to the north east of the site;

- Connections with the public footpath that passes alongside/through the site and the ability to accommodate the delivery of the separately proposed Endeavour Way (a cycleway between Stokesley and Great Ayton) through the site. The delivery of the Endeavour Way is being dealt with by Sustrans (and is not part of this application);
- A cluster of ground mounted solar panels on the western part of the site; and
- Balancing ponds within the site to manage surface water.

1.13 The application follows the withdrawal of a previous application (15/02420/FUL) for a similar form of development, albeit at a larger scale, with 179 units proposed. The site area was 29.3 hectares. The application was due to be determined at Planning Committee on 23 June 2016 but was withdrawn before a decision could be made. The officer recommendation was one of refusal for the following reasons:

1. Due to its scale and extent, the number of users and associated activity, the proposed development would be an inappropriate form of tourism development and would result in an unacceptable level of harm to the existing tranquil agricultural character of the surroundings, and would contribute to the further urbanisation of the countryside in an 'Area of restraint'. The proposal would therefore be contrary to Local Development Framework Spatial Principle 2 and policies CP4, CP15, CP16, DP30, and NPPF paragraph 28 and would not therefore be a justified exception to the policy principles of Local Development Framework Policies CP1 and CP2.
2. The development would result in the loss of Best and Most Versatile agricultural land and would have a detrimental effect on this natural asset and would not be a sustainable form of tourism development, contrary to Local Development Framework Policies CP1 and CP16 and NPPF paragraphs 109 and 112.

2.0 RELEVANT PLANNING HISTORY

- 2.1 10/02544/FUL - Change of use of agricultural land to a camp site consisting of 10 pods and a portable shower block and portable toilet block; Granted 4 February 2011.
- 2.2 15/01264/FUL - Retrospective application for change of use of agricultural land to a campsite, siting of a steel container, barbeque pod and three camping pods pavilion building and ancillary structures; Granted 2 November 2015.
- 2.3 15/02420/FUL - Change of use of agricultural land to holiday lodge park with associated solar farm, landscaping and amenity ponds, formation and alteration of highway access and internal roads, construction of office/hub building and associated car parking; Withdrawn 15 June 2016.

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 CP15 - Rural Regeneration
 Core Strategy Policy CP16 - Protecting and enhancing natural and man-made assets
 Core Strategy Policy CP17 - Promoting high quality design
 Core Strategy Policy CP18 - Prudent use of natural resources
 Core Strategy Policy CP21 - Safe response to natural and other forces
 Development Policies DP1 - Protecting amenity

Development Policies DP3 - Site accessibility
 Development Policies DP4 - Access for all
 Development Policies DP6 - Utilities and infrastructure
 Development Policies DP8 - Development Limits
 Development Policies DP9 - Development outside Development Limits
 Development Policies DP16 - Specific measures to assist the economy and employment
 Development Policies DP25 - Rural employment
 Development Policies DP26 - Agricultural issues
 Development Policies DP28 - Conservation
 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 DP34 - Sustainable energy
 Development Policies DP36 - Waste
 Development Policies DP37 - Open space, sport and recreation
 Development Policies DP38 - Major recreation
 Development Policies DP39 - Recreational links
 Development Policies DP43 - Flooding and floodplains
 National Planning Policy Framework - published 27 March 2012

4.0 CONSULTATIONS

- 4.1 Great Ayton Parish Council - A representative from the group opposed to this development provided a detailed report and this was reinforced by others present. The main concerns raised were in regard to the possible increase in traffic on Yarm Lane as this was perceived as dangerous. They were also concerned about the impact this would have on the already very congested Stone Bridge.

This development is outside the LDF and would lead to the loss of agricultural land. A number of issues were raised in regard to proposed traffic calming measures however, no details on this were included in the application and therefore members felt that this would be a consideration for Highways.

The Parish Council hear that if the application was approved it would provide benefits to the local economy (tourist industry) by increasing footfall into the village, the application would be supported by many. Support from the business forum was evident on the basis that businesses in the village would benefit from such a development. The applicant who was also in attendance was asked why he had not applied for a development on the site of his existing camping pod. His response implicated that the LPA who apparently advised him to use the proposed site before the Parish Council.

- 4.2 Stokesley Parish Council - – members supported the application subject to the following issues being addressed – A173 access to be reviewed by Highways. Yarm Lane footpath safety issues to be addressed and planning conditions to be applied to the proposed sale of any of the lodges to ensure they remain as holiday lets.
- 4.3 Environmental Health (Contaminated Land) – No objection.
- 4.4 Northumbrian Water - We would have no issues to raise with the above application, provided the application is approved and carried out within strict accordance with the submitted document entitled “Flood Assessment”. In this document it states that

surface water will discharge directly to the watercourse and foul flows will discharge to the existing 525mm combined sewer at manhole 0001.

We would therefore request that a condition be attached to any planning approval.

- 4.5 NYCC Heritage Services - I have checked the site against the North Yorkshire Historic Environment Record (HER) and can advise you that there are no currently recorded archaeological remains within your area of interest. However, there are known remains within the vicinity and I would consider your area of interest as one of archaeological potential. Recent archaeological investigations in the form of field-walking and trial trenching on the north western side of Stokesley have discovered evidence of both prehistoric and medieval activity. Therefore, there is the potential for hitherto unknown archaeological remains to exist within the area.

The developer has previously demonstrated that the land has been subject to intensive agriculture in recent years and in particular has provided evidence of land drainage. I agree that this reduces the archaeological potential of the area.

Information has also been provided on the construction methodology for the chalets which are largely pre-fabricated and will cause a minimal amount of ground disturbance. I agree that this reduces the impact of the proposal on any potential archaeological features. There are certain components of the development that would have a negative impact on archaeological features including the ponds/lakes, hub building and potentially the access tracks and service installation.

Therefore, I would advise that a scheme of archaeological mitigation recording is undertaken in response to the ground-disturbing works associated with this development proposal. This should comprise an archaeological strip, map and record to be undertaken in conjunction with site preparation works including top soil stripping, excavations for new foundations/water bodies and new drainage or services, to be followed by appropriate analyses, reporting and archive preparation. This is in order to ensure that a detailed record is made of any deposits/remains that will be disturbed.

This advice is in accordance with the historic environment policies within Section 12 of the National Planning Policy Framework, CLG, 2012 (paragraph 141).

- 4.6 Environmental Health Officer - If planning approval is granted, the occupier of the land will be required to obtain a Caravan site Licence under the provisions of the Caravan Sites and Control of Development Act 1960, which would be granted subject to conditions being met.
- 4.7 NYCC Sustainable Drainage Officer - No objection subject to the imposition of a condition.
- 4.8 Environment Agency – No objection, subject to conditions. In principle the development of the holiday lodges are acceptable, provided they are implemented to the details specified in the flood risk assessment.

In addition, we have noted that there is limited information about the crossing over the River Leven. A more detailed design of the bridge, along with an assessment of the associated flood risk is required.

- 4.9 Yorkshire Wildlife Trust (first response, dated 18 October) - The Trust welcomes the reduced size of this development. The Trust is also pleased to see a more detailed Supplementary Ecological Appraisal Report.

The application does not include any information on the way in which the site will be landscaped. The pictures in the Design and Access report of the camping area which has already been developed show areas of amenity grassland and gravel. This type of landscaping will have very little value for wildlife. Without a Landscape Plan including protection of hedges and trees on the site, native planting, species rich grassland, pond design, and features such as bat and bird boxes the authority cannot be certain of the effect of the development on biodiversity. Further issues will be suitable soil for wildflower areas as enriched arable soils are usually not suitable for wildflower meadows. The National Planning Policy Framework paragraph 109 gives Local Authorities a duty to work towards “minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government’s commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;”. The Trust would recommend that planning permission is not given until much more detail is available for landscaping and drainage.

If the authority were to give planning permission for the development it will be vital that conditions to manage the construction of the development and the future management of the site are put in place. In order to reduce impacts on wildlife and habitats and ensure gains for biodiversity a Construction Environmental Management Plan and a Landscape and Ecological Management Plan will be required.

- 4.10 Yorkshire Wildlife Trust (second response dated 15 November) - The problems with the updated Supplementary Ecological Appraisal Report identified in the first response have been addressed by the applicant’s ecologist. A Construction Management Plan, Landscape Planting Scheme and an Ecological Management plan can of course be conditioned. However having more information on the planting scheme before planning permission is given does give more confidence that the scheme will indeed provide enhancements for the area.
- 4.11 Highway Authority (First Response) – The first response from the local highway authority raised some queries with the submitted Transport Assessment and requested clarification on points made in the statement.
- 4.12 Highway Authority (Second Response) - The Technical Note – Response to NYCC addresses and clarifies the issues raised in the Local Highway Authority’s (LHA) two letters issued in October to address general matters and in response to the Stage 1 Road Safety Audit (RSA1). The LHA considers that the Technical Note suitably addresses the matters of concern to the LHA and whilst there are some minor amendments which will need to be made these can be conditioned.

The applicant has shown that a safe and satisfactory vehicular access can be created onto the A173 in accordance with national standards.

The applicant is also proposing works along Yarm Lane to form a link between the Public Right of Way (PRoW) which passes through the site and Low Green to extend it as an appropriate route for users of the site to travel to Great Ayton without travelling by car. These works include two short sections of narrowed carriageway where traffic will give way to oncoming traffic. This will lower traffic speeds on the approach to Low Green and enable a short length of footway to be created to provide the missing link into Low Green.

The proposed route will not be a formal footway providing access to dwellings but a maintained grass verge which will be similar in surface characteristics as Low Green and the PRoW passing through the site and suitable for use by holiday makers.

The RSA1 independently assesses the potential safety implications of the proposed link between the PRoW and Low Green. The LHA is satisfied that the matters raised

in the Audit can be addressed in amendments to the design when detailed drawings are being produced. There will also need to be a S106 requirement to cover the maintenance of the grass verge to a suitable standard for use by pedestrians.

A framework Travel Plan has been submitted to show how visitors to the site can be encouraged to make journeys by means other than the private car.

The Local Highway Authority recommends that the following matters are addressed through inclusion in a Section 106 Agreement or by the imposition of conditions any planning permission the Planning Authority is minded to grant.

Matters to be included in a Section 106 Agreement to which the Local Highway Authority would wish to be a party:

The future maintenance of the verge between the point where the public right of way footpath and Low Green to a standard suitable for use by pedestrians using the rest of the route between the site and Low Green.

4.13 Public Comments – A significant number of letters of support and objection have been received from residents of the village, the surrounding hinterland and the wider District.

4.14 Approximately 144 letters of support have been received, making the following comments:

- The proposal would help with farm diversification;
- This business should be supported and allowed to grow;
- The development will bring tourists, create jobs and allow local families to live and work in the country;
- It would create a unique development that would promote a link between Great Ayton and Stokesley;
- The development will improve the natural surroundings if the landscaping and ecology plans are carried out correctly;
- It will be a great asset to the local community;
- Tourism is the future, use it or lose it;
- Events nearby such as Stokesley Show and surrounding markets will reap rewards as more people will be willing to attend as their will be extra accommodation just down the road;
- The new plans are vastly revised and should be approved to secure the future development of our area;
- The location is perfect as it's not too close to disturb local villages and towns but close enough to have a nice cycle along to get anything we need;
- It will encourage cycling in the area;
- I am aware that this development will support the Endeavour way cycle route between Great Ayton and Stokesley. This can only be a huge boost to the area as currently the only way to get to the two centres by bike is along the fast flowing A 173;
- There is a noticeable and distinct shortage of holiday lodges within the area for tourists to stay at and enjoy. The Park will be ideal for families, from other parts of the United Kingdom and abroad, to come and enjoy our beautiful surrounding countryside with its visitors attractions, including 'Captain Cook Country', the North Yorkshire Moors, the Yorkshire Dales and their National Parks;
- At this present time, new and local jobs are few and far between and the job prospects the Park will create and offer will boost the local employment status greatly within the Great Ayton and surrounding areas;
- To have a new enterprise at this time of national uncertainty can only be applauded;

- This modest scheme is not likely to cause overcrowding, and will also allow tourists to explore and enjoy what we locals take somewhat for granted;
- We are very lucky where we live we need to welcome tourists to see all Great Ayton has to offer;
- Angrove Park is a local initiative run by local people who are having a positive impact on the rural economy;
- Firstly the area is crying out to enhance the tourism opportunities. Having visited the Lake District many times one can see how this type of development can go side by side with the local community bringing money into the area, creating job opportunities without having negative impact. It is also of note that vibrancy to the area goes hand in hand as I have seen in the Lakes;
- I am aware that Hambleton are promoting the vibrant towns scheme to support our local high streets and villages. This development is smack between Great Ayton and Stokesley which are both areas that are trying to attract business and tourism to the area. This area has also been hit by various downturns on Teesside (e.g. Redcar steel works) so it is very refreshing to see a local family prepared to invest in the local area;
- Overall I feel this is an excellent and sensitively considered scheme and I support it;
- I think it will add to the ecology of the area as the land, rather than being farmed is going to have wildlife corridors and ponds;
- Rural communities originally relied on their local assets for their existence mainly through agriculture and its derivatives. As times have changed this is no longer the case and as a result there are fewer rural employment opportunities which this application would provide together with the knock on effect of increased spending in the area;
- From my experience I have had very little problem with traffic congestion other than at peak times when people are travelling to and from work and as a professional driver I find this is the case in most places I have visited. The majority of people on holiday avoid these times rather than spend their leisure time queuing in traffic; and
- The health benefits of more people cycling in a world where kids are getting fatter shouldn't be understated. Rejecting this application is just down right narrow minded.
- There are not 555 members of the 'Say YES' facebook group.

4.15 Approximately 115 letters of objection have been received, raising concerns regarding the following matters:

- The scale of development is too large for its location;
- The number of lodges has been reduced but the coverage has not been reduced by the same proportion;
- A greenfield site should only be considered for re-designation for other purposes in exceptional circumstances;
- This is a major development which applies to land outside the Local Development Framework;
- There is a glut of applications to build more holiday huts in this area, and possible increase tourism, with the tantalising promise that this will somehow benefit the local retailers and offer employment. I do not believe this will happen; they will come with their caravans well stocked;
- The proposal would therefore be contrary to Local Development Framework Spatial Principle 2 and policies CP4, CP15, CP16, DP30, and NPPF paragraph 28 and would not therefore be a justified exception to the policy principles of Local Development Framework Policies CP1 and CP2;

- I am against this proposal as I believe it will contribute to the complete urbanisation of the village. It will not be long before Ayton is merely a suburb of Middlesbrough;
- It is clear that the proposed development is to be constructed in an 'open' landscape made up of large fields used for growing arable crops. Despite this no detailed landscaping plan is submitted by the applicant to show how the new development can sit sympathetically within its surroundings;
- One of the most crucial issues with the current application is that there has been no landscaping scheme. "No detailed landscaping scheme is provided in conjunction with the application..." (Design & Access Statement, 2016; doc: 01794499) - without a clearly defined landscaping scheme, if granted approval, the applicant could technically follow none of the promised 'plans' for providing a development that is in keeping with the LDF;
- Considerable disruption to the elderly/disabled villagers;
- Great Ayton does not require a development of this size on its doorstep. Parking in the village is already inadequate for the residents and visitors that the village attracts throughout the year;
- Similar developments as that proposed for Angrove Park already exist within a 20-25 mile radius of Great Ayton;
- We completely understand the need to diversify and the applicants existing business does not create any problems, we would support a smaller scale development. However this proposal is too large for the area;
- The proposals state that it will increase business for the local economy. However, it will have a significantly negative impact on existing 'bed and breakfast' and 'cottages to let' businesses;
- The economic impact assessment is highly speculative and lacking any tangible detail regarding types of job creation, wider impact on businesses and any sort of decipherable calculations;
- The reliance on the STEAM model to measure tourist footfall in the area. This model has been shown to be inaccurate and in taking data from other areas (NYNMP) to base calculations of cumulative expenditure on, I argue we have no clear idea of exactly how much the proposal will boost the local economy;
- This scheme will increase the pressure on already overloaded infrastructure and offers no benefit for the parish of Great Ayton;
- This site will be used as permanent homes as such sites are not policed;
- The access arrangements are not suitable;
- No one will police the use of the emergency access;
- The proposed access from Yarm Lane would create a potential increased use of the lane, which is unsuitable for increased traffic;
- Yarm Lane is already heavily used by people travelling towards Stokesley (myself included) and any traffic controls would cause delays and congestion. It is a narrow road and as such tractors which have to use the lane struggle to negotiate the road so any further traffic or emergency vehicles would have a negative effect;
- We are also concerned by the proposed road narrowing and traffic barriers in order to fit a footpath on Yarm Lane. As a footpath/grass area is already present along most of Yarm Lane for pedestrian use, the proposed changes are unnecessary;
- The proposed passing points will cause problems for residents to access their properties. Those who would normally park outside their own homes would need to find alternative parking places;
- The road safety analysis is 16 months out of date;
- The number of car parking spaces is excessive. Most places like this have one space and a small number if extra for visitors;
- Increased pressure on already difficult parking in Great Ayton;

- The endeavour cycle route does not depend on the success of this application. Sustrans have confirmed this to me and others - there is no connection or inter dependency between these schemes and it is misleading to infer so;
- Our principal objection is that the development is too close to the very well walked footpath which many older residents walk as it is flat;
- There is a bike shop in Great Ayton (a fairly new business) and this service (repairs) will be duplicated on the development so no extra business there;
- Little demand for log cabin accommodation in the area;
- All the comments for the previous application still apply;
- The economic benefits of the new development are going to be much reduced compared with the previous scheme;
- The people using the lodges will not go into the village - they will bring amenities so no extra business;
- Whilst there may be some advantage to some businesses in the area this is outweighed by the loss of business for others;
- If the application is granted there should be continuous strict control over the occupancy conditions to ensure the site is operated purely for holiday purposes and not for second homes;
- The scheme is located in a highly visible open landscape and will destroy this truly peaceful rural area and cause damage & disruption to local wildlife;
- Changes to the riverside would be detrimental to the local wildlife, which includes shrews, sand martins and kingfishers;
- The development would result in the loss of Best and Most Versatile agricultural land and would have a detrimental effect on this natural asset;
- Agricultural land is needed to provide food;
- Hopefully the number of units will not be allowed to creep up without further consultation;
- It represents a loss of over 30 hectares of prime agricultural land in an area of natural beauty. The area does not support nor justify this type of urban sprawl, from what in all likelihood will become nothing more than a residential caravan park;
- A Solar farm already exists at Winley Hill Farm;
- Concerns over noise and air pollution; and
- The open farmland between Great Ayton and Stokesley acts as a buffer between the two communities and should be maintained to preserve the rural nature of the area.
- The development would result in the loss of "Best and most Versatile Agricultural Land". It would not be a sustainable form of tourism development. There are alternative sites which could utilise lesser quality land.
- The land take for the development of 54 units is excessive and disproportionate.
- If the applicant considers there to be demand, why not continue to grow organically?
- I am aware that several other sites operating a similar model morph into low quality, cheap residential estates.
- It has been a long held concern of myself and others opposing that the site will not actually even bolster the area tourism offering but will instead be used as a cheap source of rural residential accommodation.
- Those who support the site on the basis that it will help and transform existing small business in Great Ayton and Stokesley are at best being misled and at worst short sighted.

5.0 OBSERVATIONS

- 5.1 The main issues to consider are (i) the principle of the development in this location; (ii) the impact of the development on the local economy; (iii) the impact on landscape character and visual impact; (iv) the loss of agricultural land; (v) the impact on wildlife

and biodiversity; (vi) the impact on residential amenity; (vii) design; (viii) flood risk; and (ix) highway safety.

Principle

- 5.2 Decisions must be taken in accordance with the Development Plan unless there are material considerations that indicate otherwise.
- 5.3 The site is in a rural location beyond Development Limits where, under policies CP1 and CP2 of the Core Strategy, development will not normally be supported unless an exceptional case can be made.
- 5.4 Policy CP4 of the Core Strategy sets out criteria where an exception may be considered, including where (under criterion i) “it is necessary to meet the needs of farming, forestry, recreation, tourism and other enterprises with an essential requirement to locate in a smaller village or the countryside and will help to support a sustainable rural economy”. Tourism accommodation of this type, including holiday lodges intended to offer the benefits of rural surroundings, is considered to have an essential requirement for a rural location, and therefore accords with the Local Development Framework policy in principle.
- 5.5 Policy CP4 does not qualify the exception for tourism development by reference to the scale or type of development, which are more appropriately considered in relation to the policies covering the considerations outlined in paragraph 5.1. Any exception under policy CP4 must also rely on an exceptional case being made in terms of policies CP1 and CP2.
- 5.6 As a potential exception to CP1 and CP2, the application is to be considered in terms of the overall sustainability of its location. In this case the site is close to a large village (Great Ayton, designated a Service Village in the Council’s Settlement Hierarchy) where there is a good range of services as well as tourist attractions; and to a market town (Stokesley, designated a Service Centre in the Settlement Hierarchy). The site is also within reach of the urban conurbations of Teesside and recreational opportunities within the North York Moors National Park. The supporting Transport Statement confirms that the nearest bus stop to the site is located approximately 200 metres to the south of the site entrance, on the A173. There are regular (at least 1 per hour) bus services (services 28a and 81) between Great Ayton and Stokesley, and access to onward public transport including Teesside and the coast.
- 5.7 A railway station approximately 1 mile to the east of Great Ayton (approximately 3km from the site) serves the Esk Valley railway between Middlesbrough and Whitby. Overall, and considering the likely extent of private car use by tourists, the site location is considered to be a sufficiently sustainable location to be an exception for tourism accommodation under CP1 and CP2.
- 5.8 Section 3 of the National Planning Policy Framework (NPPF) offers support to sustainable rural tourism and leisure developments that benefit business in rural areas, communities and visitors and which respect the character of the countryside. This includes support in appropriate rural locations where identified needs are not met by existing facilities. The degree to which this proposal would respect the character of the countryside is considered later.
- 5.9 The submitted details include a Tourism and Economic Impact report which shows the site to be in a good location relative to the competition and type of tourism offer and notes that demand is strong for high quality operations and properties. The report further shows that lodges, log cabins and barn conversions are effective businesses in the area and also that the holiday rental sector is performing well, with

North Yorkshire doing better than other areas. The report refers to the well-established economic benefits of tourism as a whole, and that self-catering accommodation is particularly important in the economies of rural areas. The statement is supported by a note from Hoseasons stating that it is their experience that demand is outstripping supply in the area around the North York Moors. The report satisfactorily demonstrates that the development will meet the needs of tourism with an essential need to locate in the countryside and will help to support a sustainable rural economy. The economic benefits are discussed in further detail below.

- 5.10 For the above reasons, the proposal is considered to be in accordance with the principles of the Local Development Framework (LDF) and the NPPF in relation to tourism development. Whether the proposal would accord with all policies of the LDF or achieve full compliance with the NPPF is dependent on further assessment with particular regard to the scale of the development and its likely impact on the area. The relevant considerations are examined below.

Impact on the local economy

- 5.11 The Tourism and Economic Impact Report has reviewed the relevant tourism policy context, profiled the likely performance of the development, evaluated the market need and calculated the economic impact. This report has been updated to reflect the revised scheme. It is noted that the report makes several assumptions including an average unit size of 3 bedrooms (or 6 bed spaces), and an average occupancy rate of 30 weeks (compared to a national average of 25 weeks). The report also identifies the proximity of Great Ayton and Stokesley to the development and argues that this would be a strength of the scheme rather than a weakness.
- 5.12 The report's conclusion identifies the following economic impacts:
- £935,388 of accommodation sales (i.e. potential rental income) per annum;
 - £1,402,304 of direct spend into the local economy per year by staying visitors;
 - Total direct economic impact of £2.34 million per annum;
 - Total indirect economic impact (e.g. supply chain, wages and other consumer spending) of £4.2 million per annum; and
 - Cumulative direct and indirect economic impact of £6.54 million per annum.
- 5.13 The report ends by stating that the author is confident that the economic impact will generate significant numbers of jobs (amounts not specified) on and around the site and within the local visitor economy supply chain.
- 5.14 The evidence indicates that the development would make a positive contribution to the local economy, which is a core aim of planning policy. The level of contribution to the economy is relatively subjective, although the supporting report would suggest that it would be significant. It is noticeable that the report highlights the site's relationships with Stokesley and Great Ayton, and the services and facilities they have, most notably shops and restaurants, which would meet the needs of occupants of the proposed holiday lodge park.
- 5.15 Therefore it can be concluded that the proposed development would help to support a sustainable rural economy, which should be given significant weight in determining the application. However, it should be added that if the lodges were not occupied at the average occupancy rate assumed in the supporting Tourism and Economic Impact report, the scale of contribution to the local economy would be reduced. Therefore the weight given to this benefit is linked to the ability to ensure that the proposed lodges are occupied in the manner that has been assumed in the supporting report.

- 5.16 To that end, officers have held discussions with the applicant to gain a clear understanding of the proposed occupation of the lodges and to seek confidence on the economic benefits. It had been understood that the scale of the previous application (179 lodges) had been determined by the need to generate sufficient revenue to recoup the capital costs of infrastructure, primarily the new access road incorporating a bridge over the River Leven. In this application, the primary source of infrastructure funding would be through private sales of 27 of the 54 lodges. The nature of occupation of the lodges is considered to be important in terms of the economic benefits: short-term rental occupation would maximise the turnover of occupiers, which would generate jobs in cleaning, laundry, etc. as well as the administration of the lettings. In addition it is considered that turnover of occupiers would increase the number of visits to, and therefore spending at, local attractions such as the Captain Cook Schoolroom Museum. It is considered unlikely that these economic benefits, the reason why tourism development is given exceptional support in policy CP4, would be secured to the same extent if the 27 privately owned lodge were only occupied by their owners.
- 5.17 It is considered that privately owned lodges would make an appropriate contribution to the local economy if holiday lettings are promoted to prospective purchasers. The applicant is willing to undertake such promotion and to manage lettings. While there is a risk that some purchasers may decide not to allow holiday lettings of their property, this is considered to be low. A scheme for the promotion of holiday letting can be secured by condition alongside restrictions of the pattern of occupation of all units, including a requirement that the lodges are occupied for holiday purposes only and not as a person's sole, or main place of residence.
- 5.18 In addition to support given to the rural economy, policy DP26 also encourages farm diversification where it helps to sustain the existing agricultural enterprise. This is reflected in the NPPF, which permits the development and diversification of agricultural and other land-based rural businesses.
- 5.19 The applicant has already diversified to an extent at Winley Hill Farm with the introduction of camping pods, which were approved in 2011. The proposed development would utilise approximately 10% (13 hectares) of the land in the applicant's ownership (approximately 130 hectares in total) and approximately 3.4% of the total holding (approximately 396 hectares), with the remainder continuing to be used for agricultural purposes.
- 5.20 Whilst it is accepted that income from the development would benefit the farming enterprise, without harming its operation, only limited evidence has been submitted in support of the application to quantify this. Therefore, the weight that can be afforded to this benefit is limited.

Loss of agricultural land

- 5.21 The agricultural land classification report submitted with the application indicates that the application site incorporates a mix of grades 3a, 3b and 4. It is noticeable that this mix of land classifications extends beyond the site.
- 5.22 Paragraph 112 of the NPPF requires the Council to take account of the economic and other benefits of the best and most versatile agricultural land (defined as grades 1, 2 and 3a). It also states that where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use an area of poorer quality land in preference to that of a higher quality. This approach is reflected in policy CP16 (protecting and enhancing natural and man-made assets), which states that development or activities will not be supported which has a

detrimental impact upon the interests of a natural or man-made asset. The supporting text identifies the best and most versatile agricultural land as being such an asset.

- 5.23 The application site comprises a mix of best and most versatile agricultural land (class 3a - approximately 40%), along with class 3b and 4 agricultural land. The loss of this land needs to be balanced against all other planning considerations. It is noticeable that it would be difficult to develop this scheme in this area on a parcel of land that did not incorporate a proportion of best and most versatile land. This is largely due to the mosaic mix of land classification, which would result in an awkward and contrived site if all best and most versatile land were to be avoided. Therefore, whilst the loss of the best and most versatile land should be a factor that weighs against the proposed development, consideration also needs to be given to the wider benefits (e.g. landscape impact) of siting the development in this location

Landscape and visual impact

- 5.24 The proposal would introduce a significant amount of new development into an open rural landscape. The issues that need to be considered with regard to landscape impact are the extent to which the development would impact on the wider surroundings; the extent to which it would affect the experience of users of the countryside, particularly users of public rights of way; and its likely effect on the openness and intrinsic character and quality of the landscape, as required by policy DP30.
- 5.25 The existing landscape is agricultural in nature, with irregular fields contained in part on the west side by a block of woodland, and on the south by the River Leven and the associated medium height growth of bushes and trees along its banks. East of the site there are further blocks of woodland on the outskirts of Great Ayton. The immediate surroundings of the site are effectively contained within the neighbouring roads to the north (Yarm Lane) and south (A173) beyond which the rural landscape extends south and eastwards to the North York Moors, which forms a strong natural feature, and northwards towards the flat agricultural land south of the Teesside conurbation.
- 5.26 It is evident that there are no long distance views of the site of any significance. The most visible part of the site is its north eastern quadrant, which is its highest point topographically and visible from Yarm Lane. The views of the site from the south are restricted because of the screening effect of the trees along the River Leven, although it is noticeable that there is a gap in the planting on the south east corner of the site, which allows for private views of this part of the site from East Angrove.
- 5.27 Views from the west of the site are effectively screened by the Angrove and New Shed plantations. Views from the east are screened by the bordering trees to the Grange and belts of planting on the north side of the A173.
- 5.28 Therefore the combination of topography and existing landscape largely restricts views of the site from the wider area, limiting the majority of those available to the north of the site. Views of the site are also available from the public footpath that passes alongside the site. These would be extensive and for a relatively significant length of the footpath.
- 5.29 The illustrative proposed site plan identifies a significant amount of landscaping as part of the development. At this stage a detailed landscaping scheme has not been submitted. However, the applicant has confirmed that the landscaping scheme would include:
- Hedge planting either side of the new road access from the A173;

- The creation of structural buffer planting to the north and west edges of the site to assist in screening the development; and
- The provision of buffer planting at the south and eastern edges of the site, adjacent to the route of the Endeavour Way cycle path, to segregate the cycle path from the development site and to help screen the proposed chalets in views along this route.

5.30 It is considered that a landscaping scheme that would satisfactorily mitigate the landscape impact of the development can be delivered. This would include the introduction of structural buffer planting, most notably to the north to help screen the most visible part of the proposed development, in-filling the gap on the south eastern boundary to screen views of the site from East Angrove, and the public right of way along the southern boundary. It is clear that the landscape framework would be vital in successfully integrating the development into the local landscape, with a detailed scheme to be secured through condition.

Character of the countryside

- 5.31 Separate from the question of how the proposal would sit within the landscape, which is primarily a visual matter, it is necessary to consider whether the proposed development, by reason of its nature and scale and associated activity, would have any impact on the character of the countryside.
- 5.32 Whilst the location is relatively well protected from general public view from the wider landscape, the existing agricultural surroundings in this area are intrinsically quiet and tranquil in character and thus sensitive to development. The site is relatively large for this type of land use within Hambleton, and it is necessary to take into consideration whether the extent of the use and the activity it would generate would be harmful to the character of the countryside.
- 5.33 The use of 54 holiday lodges for holiday purposes would give rise to a high level of associated activity within these agricultural surroundings. Despite the relatively good screening noted above, this would result in the development being apparent in the rural surroundings and would alter the character of the countryside in this area, although not to the same extent as the previous 179-lodge proposal.
- 5.34 These changes would include a level of outdoor recreational activity and traffic movements, both of which would generate a type and level of noise that could be considered atypical of the countryside and would contribute to an overall change in the typically quiet and tranquil surroundings.
- 5.35 In considering the previously withdrawn application for 179 holiday lodges, officers formed the conclusion that the degree of change was significant enough to result in a level of harm that would be contrary to Policy DP30. It was considered that the proposal would contribute to the further urbanisation of the countryside in this area which is identified as an Area of Restraint in the LDF to protect against the development pressures from the Teesside area.
- 5.36 This application has significantly reduced the proposed number of holiday lodges from 179 to 54. The application site has also been reduced from 29.3 hectares to 13.43 hectares. No specific reason has been provided by the applicant as to why the site area has not reduced in proportion to the unit number reduction, however it is understood that the proposal is targeting larger, higher quality holiday lodges in a lower density environment than the previous scheme.
- 5.37 The reduced scale of development and the associated reduction in activities is considered to be a more appropriate size for a countryside location having regard to

its relationship with Great Ayton, albeit the site area and number of holiday lodges remain relatively large in comparison with other tourism development within the District. However, it has to be recognised that Great Ayton is one of the more sustainable locations within the Settlement Hierarchy and that Stokesley, a Service Centre, is relatively close. The relationship with these two settlements allows consideration to be given to a large scale development.

- 5.38 It has been demonstrated that the site benefits from the existing landscape, with views of the site largely restricted from the wider area. Where these are available, landscaping can be introduced to satisfactorily mitigate the visual impact of the development. Whilst the scheme would have an impact on the landscape character, the visual receptors of this impact are low in number and certainly much reduced when compared with the previous scheme. It is also considered that the substantial level of landscape mitigation proposed would fit in with the overall character of the local landscape.

Impact on wildlife and biodiversity

- 5.39 Policy DP31 relates to the protection of natural resources, including biodiversity/nature conservation. It states that permission will not be granted for development which would cause significant harm to sites and habitats of nature conservation, together with species that are protected or under threat. The policy adds that support will be given to the enhancement and increase in the number of sites and habitats of nature conservation value. This approach is reflective of section 11 (Conserving and enhancing the natural environment) of the NPPF.
- 5.40 The application is supported by a detailed Ecological Appraisal Report, which makes the following conclusions:
- Current planting schemes have left the fields with no headland margins to the edges of the crops. As such there is minimal habitat for wildlife with the exception of areas of deciduous woodland and tree lines found at several locations throughout the site. The River Leven to the southern boundary is considered to be a wildlife corridor for species moving through the area;
 - The proposed development with appropriate planting linking the site to the Leven would potentially result in an increase in habitat within the area, and a subsequent increase in the species diversity present within the site;
 - The current farming practice consisting of areas of mono culture result in what could be described as a “Green Desert” with little provision for wildlife, such intensive cropping of an area of land also requires high levels of fertiliser input together with the application of herbicides and pesticides;
 - The holiday accommodation with associated planting schemes, provision of additional hedgerows between different areas and the planting of species rich wildflower areas to the rear of each property, together with the construction of several ponds for wildlife within the site would we believe provide positive wildlife gains to the area; and
 - There may however be a minor negative impact to the current brown hare population within the site due to the increased disturbance associated with this type of development, however there are still large areas within the farm where the population can be maintained.
- 5.41 The report has been considered by the Yorkshire Wildlife Trust (YWT). Some points of clarification were requested by the YWT, which have since been responded to by the applicant. As a consequence, the YWT is generally happy with the contents and findings of the report, subject to the implementation of robust conditions securing an appropriate construction management plan, landscaping planting scheme and ecological management plan.

- 5.42 The above findings allow the conclusion to be formed that whilst there may be limited impact in the short term, the overall impact of the development is likely to enhance biodiversity, particularly in the long term. Therefore the proposal accords with the requirements of policy DP31 in that it would not result in significant harm to sites and habitats of nature conservation.

Residential amenity

- 5.43 The nearest residential properties are well over 100m away from the boundary of the application site, and views of the site would be from upper windows, and relatively distant. The extent of harm to amenities of residents would therefore be minor. The proposal does not include a significant centre for entertainment or leisure purposes and it is likely the largest potential for disturbance would be outdoor socialising, children playing and general activity levels within and around the site. It is normal for caravan sites to impose regulations on noise within the site for the benefit of holidaymakers but it would be impractical for the planning authority to monitor and enforce such controls for the benefit of the general population. However, in view of the separation distance from the nearest dwellings, the likelihood of noise disturbance is limited.
- 5.44 The public right of way eastward from the site runs along the south boundary of The Grange and towards Great Ayton. There is solid timber fencing and planting on the boundary. Use of the footpath is not likely to be extensive in unsocial hours, although it is not possible for the Council to regulate use of public footpaths.
- 5.45 In terms of the amenity of visitors, and possible concerns arising from the nearby sewage works, there is no history of complaints regarding the sewage works, and taking into account that visits would be for relatively short periods, the possibility of occasional smell issues would not preclude approval.

Design

- 5.46 The application is supported by a proposed site layout plan, which is illustrative in nature. The information submitted in support of the application indicates that the proposed holiday lodges would be single storey, with the design details restrained in character. The details include timber cladding exterior and the overall effect is appropriate for the purpose, and the rural surroundings. In order to respond positively to the rural surroundings it is important that a consistent level of design and palette of materials is provided throughout the site. This would be controlled and secured through condition to ensure a high quality design in accordance with policy DP32. The condition requires a site-wide, lodge design code to be submitted to and approved in writing by the Local Planning Authority.

Flood risk

- 5.47 The site includes an area of flood risk along the south side of the site, associated with the River Leven and the proposed development is sited so as to avoid these areas. The Environment Agency does not object to the proposed development. The proposal includes a drainage strategy with internal swales that satisfies the requirements of Northumbrian Water. Subject to details, which could be controlled by condition, the proposal would not therefore increase the risk of flooding in the vicinity of the application site or elsewhere in the catchment.

Highway safety

- 5.48 The supporting Transport Statement confirms that a new vehicular access is proposed to the site from the A173, which would cross the River Leven. The new junction with the A173 would be an all movement priority junction (i.e. no traffic

lights). A separate emergency access is proposed onto Yarm Lane to the north east of the site. A cycle link is also proposed onto Yarm Lane, through the existing field access at the north east point of the site.

- 5.49 Additional highway works are proposed off-site along Yarm Lane to form a link between the Public Right of Way which passes through the site and Low Green. These works include two short sections of narrowed carriageway where traffic will give way to oncoming traffic. This will lower traffic speeds on the approach to Low Green and enable a short length of footway to be created to provide the missing link into Low Green. The route will not be a formal footway but a maintained grass verge.
- 5.50 The development will provide for a minimum of two private cars per lodge, along with additional 'overflow' parking adjacent to the main reception building. Cycle parking will also be provided throughout the site, with provision at the main reception buildings and secure storage at the lodges.
- 5.51 The local highway authority has confirmed that they raise no objection to the proposed development. A Section 106 will also need to be entered into by the applicant to secure the maintenance of the grass verge.

6.0 RECOMMENDATION

- 6.1 That subject to any outstanding consultations the application is **GRANTED** subject to (a) the satisfactory completion of a Section 106 Agreement to secure the future maintenance of the highway verge; and (b) the following conditions:
 - 1. The development hereby permitted shall be begun within three years of the date of this permission.
 - 2. The proposed holiday lodges, including the associated reception building, shall be single storey only.
 - 3. No above ground construction work shall be undertaken until a site-wide, lodge design code has been submitted to and approved in writing by the Local Planning Authority. The design code shall include details of the materials to be used in the construction of the external surfaces of the development, window/door types and profiles, and associated decking. All lodges located on the site shall conform to the approved design code.
 - 4. No external lighting shall be installed other than in complete accordance with a scheme that has previously been approved in writing by the Local Planning Authority.
 - 5. Development shall be implemented in line with the drainage scheme contained within the submitted document entitled "Flood Assessment". The drainage scheme shall ensure that foul flows discharge to the combined sewer at manhole 0001, and ensure that surface water discharges to the existing watercourse.
 - 6. No development shall take place until a detailed design and associated management and maintenance plan of surface water drainage for the site based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development has been submitted to and approved in writing by the Local Planning Authority. The surface water drainage design should demonstrate that the surface water runoff generated during rainfall events up to and including the 1 in 100 years rainfall event, to include for climate change, will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The approved drainage system shall be implemented in accordance with the approved detailed design prior to completion of the development. The scheme to be submitted shall

demonstrate that the surface water drainage system(s) are designed in accordance with the standards detailed in North Yorkshire County Council SuDS Design Guidance.

7. Prior to the commencement of development, the developer shall submit detailed plans to the Local Planning Authority providing details of the proposed channel amendments to the River Leven and full details, including construction methods for the proposed bridge over the River Leven. These plans shall include a cross section of the channel showing that the bridge soffit is above the 1 in 100 year climate change modelled level. The plans shall be implemented in accordance with the approved details.
8. No demolition/development shall take place/commence until a Written Scheme of Archaeological Investigation has been submitted to and approved by the Local Planning Authority in writing. The scheme shall include an assessment of significance and research questions; and: (i) the programme and methodology of site investigation and recording; (ii) community involvement and/or outreach proposals; (iii) the programme for post investigation assessment; (iv) provision to be made for analysis of the site investigation and recording; (v) provision to be made for publication and dissemination of the analysis and records of the site investigation; (vi) provision to be made for archive deposition of the analysis and records of the site investigation; and (vii) nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.

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

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 this condition and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.

9. The development shall not be commenced until a detailed landscaping scheme indicating the type, height, species and location of all new trees and shrubs, has been submitted to and approved by the Local Planning Authority. The scheme shall adopt the following principles established in its design, which are indicatively shown on the submitted site layout plan: (i) hedge planting either side of the new road access from the A173; (ii) the creation of structural buffer planting to the north and west edges of the site to assist in screening the development; and (iii) the provision of buffer planting at the south and eastern edges of the site, adjacent to the route of the Endeavour Way cycle path, to segregate the cycle path from the development site and to help screen the proposed chalets in views along this route.

The development shall not be occupied after the end of the first planting and seeding seasons following the approval of the landscaping scheme, unless those elements of the approved scheme situated within the site have been implemented. Any trees or plants which within a period of 5 years of planting die, are removed, or become seriously damaged or diseased, shall be replaced with others of similar size and species.

10. No development shall take place (including demolition, ground works, vegetation clearance) until a construction environmental management plan (CEMP: Biodiversity) has been submitted to and approved in writing by the local planning authority. The CEMP (Biodiversity) shall include the following: (i) risk assessment of potentially damaging construction activities; (ii) identification of "biodiversity protection zones"; (iii) practical measures (both physical measures and sensitive working practices) to

avoid or reduce impacts during construction (may be provided as a set of method statements); (iv) the location and timing of sensitive works to avoid harm to biodiversity features; (v) the times during construction when specialist ecologists need to be present on site to oversee works; (vi) responsible persons and lines of communication; (vii) the role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person; and (viii) use of protective fences, exclusion barriers and warning signs.

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

11. A landscape and ecological management plan (LEMP) shall be submitted to, and be approved in writing by, the local planning authority prior to the commencement of the development. The content of the LEMP shall include the following: (i) description and evaluation of features to be managed; (ii) ecological trends and constraints on site that might influence management; (iii) aims and objectives of management; (iv) appropriate management options for achieving aims and objectives; (v) prescriptions for management actions; (vi) preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period); (vii) details of the body or organization responsible for implementation of the plan; and (viii) ongoing monitoring and remedial measures.

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery.

The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.

12. Unless otherwise approved in writing by the Local Planning Authority, there shall be no excavation or other groundworks, except for investigative works, or the depositing of material on the site in connection with the construction of the access road or building(s) or other works until: (i) The details of the following off site required highway improvement works, works listed below have been submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highway Authority: (a) the new access onto the A173; and (b) the works to create a walking route between the Public Right of Way and Low Green; (ii) An independent Stage 2 Road Safety Audit for the agreed off site highway works has been carried out in accordance with HD19/03 - 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 in consultation with the Local Highway Authority.
13. Unless otherwise approved in writing by the Local Planning Authority in consultation with the Highway 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 12: (a) the new access onto the A173; and (b) the works to create a walking route between the Public Right of Way and Low Green.
14. 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 in consultation with the Highway Authority. These facilities shall include the provision of wheel washing facilities where considered necessary by the Local Planning Authority in consultation with the Highway 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 in consultation with the Highway Authority agrees in writing to their withdrawal.

15. Prior to the development being brought into use, a Travel Plan based upon the submitted Framework Travel Plan shall have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. This shall include: (a) the appointment of a travel co-ordinator; (b) a partnership approach to influence travel behaviour; (c) measures to encourage the use of alternative modes of transport other than the private car by persons associated with the site; (d) provision of up-to-date details of public transport services; (e) continual appraisal of travel patterns and measures provided through the travel plan; (f) improved safety for vulnerable road users; (g) a reduction in all vehicle trips and mileage; (h) a programme for the implementation of such measures and any proposed physical works; and (i) procedures for monitoring the uptake of such modes of transport and for providing evidence of compliance. The Travel Plan shall be implemented and the development shall thereafter be carried out and operated in accordance with the Travel Plan.
16. There shall be no excavation or other groundworks, except for investigative works or the depositing of material on the site, until details of measures to maintain the free flow of traffic on the highway network have been approved in writing by the Local Planning Authority in consultation with the Highway Authority and the development shall thereafter be carried out and operated in accordance with the Construction Traffic Management Plan. The measures shall include but not be limited to: (a) Details of the routes to be used by HCV construction traffic; (b) Traffic Management Plan; and (c) Parking / Storage areas.
17. There shall be no excavation or other groundworks, except for investigative works or the depositing of material on the site, until a detailed Construction Phase Management Plan relating to the programme of demolition and construction works has been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority and the development shall thereafter be carried out and operated in accordance with the Construction Phase Management Plan. The Plan shall include arrangements for the following: (a) Protection of carriageway and footway users at all times during demolition and construction; (b) Erection of hoardings, security fencing and scaffolding on/over the footway & carriageway; (c) Protection of contractors working adjacent to the highway; (d) Removal of materials from site; (e) Delivery of materials and plant to the site; (f) Loading/unloading of materials and plant; (g) Storage of materials and plant; (h) Parking of contractors vehicles; and (i) Programme for the works.
18. There shall be no access or egress between the highway and the application site at the approved emergency access by any vehicle save in an emergency. The access shall be maintained in a safe manner which shall include a means of locking to allow emergency use but prevent unauthorised use and approved by the Local Planning Authority in writing. For clarity emergency use shall be defined as use by emergency vehicles or unforeseen circumstances which prevent vehicles from using the main access for a period of time. In the latter circumstances a plan for traffic management, approved in writing by the Local Planning Authority in consultation with the Highway Authority shall be employed.

19. Prior to the occupation of any of the holiday units hereby approved details shall be submitted to and approved in writing by the Local Planning Authority to confirm the number of lodges (not less than 27) that will be retained by the park and restricted in their occupation for holiday letting purposes only. No occupier of those lodges shall use any of the (not less than) 27 units identified for more than 12 weeks in any single calendar year.
20. Prior to the occupation of any holiday unit hereby approved that forms part of the remainder of the 54 holiday units not identified under condition 19, a scheme for the promotion of holiday letting of those (not more than 27) units shall be submitted to and approved in writing by the Local Planning Authority. This scheme shall make provision for the holiday letting of those units and shall specify the manner in which holiday letting will be promoted to potential purchasers. This scheme shall be implemented in full and continuously so long as any lodges are on the site.
21. The development must comply with the following requirements that: (1) the units shall be occupied for holiday purposes only; (2) the units shall not be occupied as a person's sole, or main place of residence; (3) the owners/operators shall maintain an up-to-date register of the names of all owners/occupiers of individual units on the site, and of their main home addresses, and shall make this information available at all reasonable times to the local planning authority.

The reasons for the above conditions are:

1. To ensure compliance with Sections 91 and 92 of the Town and Country Planning Act 1990 and where appropriate as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
2. To ensure that the external appearance of the development is compatible with the immediate surroundings of the site and the area as a whole in accordance with Hambleton Local Development Framework Policy CP17.
3. To 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. In order that the Local Planning Authority can consider the impact of the proposed lighting scheme and avoid environmental pollution in accordance with Local Development Framework Policies CP1 and DP1.
5. To prevent the increased risk of flooding from any sources in accordance with the NPPF.
6. To prevent the increased risk of flooding; to ensure the future maintenance of the sustainable drainage system, to improve and protect water quality and improve habitat and amenity.
7. To ensure that flows within the watercourse are not obstructed.
8. This condition is imposed in accordance with Section 12 of the NPPF as the site is of archaeological interest.
9. In order to soften the visual appearance of the development and provide any appropriate screening to adjoining properties in accordance with LDF Policies CP16 and DP30.

10. To ensure that biodiversity is offered protection during the construction of the development in accordance with LDF policy DP31.
11. In order to satisfactorily mitigate the visual appearance of the development and deliver biodiversity benefits in accordance with LDF Policies CP16 and DP30 and DP31.
12. In accordance with policy DP3 and to ensure that the details are satisfactory in the interests of the safety and convenience of highway users.
13. In accordance with policy DP3 and in the interests of the safety and convenience of highway users.
14. In accordance with policy DP3 and to ensure that no mud or other debris is deposited on the carriageway in the interests of highway safety.
15. In accordance with policy DP3 and to establish measures to encourage more sustainable non-car modes of transport.
16. In accordance with policy DP3 and to avoid interference with the free flow of traffic and to secure safe and appropriate access and egress to the site in the interests of safety and convenience of highway users and the amenity of the area.
17. In accordance with policy number and to avoid interference with the free flow of traffic and to secure safe and appropriate access and egress to the site in the interests of safety and convenience of highway users and the amenity of the area.
18. In accordance with policy DP3 and in the interests of both vehicle and pedestrian safety and the visual amenity of the area.
19. To ensure that the approved holiday accommodation is not used for unauthorised permanent residential occupation and can thereby contribute to the economy without undue demands on local schools, social and health services etc, and in accordance with the objectives of the Hambleton Local Development Framework Policies CP15 and DP25.
20. To ensure that the approved holiday accommodation is not used for unauthorised permanent residential occupation and can thereby contribute to the economy without undue demands on local schools, social and health services etc, and in accordance with the objectives of the Hambleton Local Development Framework Policies CP15 and DP25.
21. To ensure that the approved holiday accommodation is not used for unauthorised permanent residential occupation and can thereby contribute to the economy without undue demands on local schools, social and health services etc, and in accordance with the objectives of the Hambleton Local Development Framework Policies CP15 and DP25.

Informative

1. There must be no works in the existing highway until an Agreement under Section 278 of the Highways Act 1980 has been entered into between the Developer and the Highway Authority.