

**Parish: South Otterington**  
**Ward: Morton on Swale**  
**7**

Committee Date: 2 February 2017  
Officer dealing: Mrs H Laws  
Target Date: 10 February 2017

**16/01511/FUL**

**Revised application for demolition and removal of existing motor trade premises and associated paraphernalia and construction of 9 dwellings with associated access together with the construction of domestic garage for existing dwelling  
At Walkers Garage, South Otterington  
For Mr Stephen Smith**

## **1.0 SITE DESCRIPTION AND PROPOSAL**

- 1.1 The site lies within the village of South Otterington on the eastern side of the A167, which is the main road through the village. The site is currently occupied by a motor trade premises comprising a showroom and workshops. An existing detached two storey dwelling, known as Sunnyside, lies within the site boundary and is to be retained.
- 1.2 To the north, the site abuts a dwelling at Porch House that front onto the main village street; to the south the application site abuts the dwelling at The Old Post Office, which also fronts onto the village street. The southern boundary is also shared with a detached dwelling known as Oaklands, access to which is from a shared driveway off the main road. To the east of the application site lies part of the garden of Oaklands; the boundary shared with Oaklands is formed by a mature leylandii hedge, which has a height of approximately 4m. The larger part of the eastern boundary is shared with agricultural land.
- 1.3 The site is rectangular with a long frontage to the main street. It is proposed to remove all the buildings associated with the business, only retaining the dwelling. The domestic garage associated with the dwelling would be repositioned and a smaller curtilage created.
- 1.4 It is proposed to construct a total of nine new dwellings in addition to Sunnyside. A terrace of five two-storey dwellings is proposed along the site frontage towards the southern end of the site, with rear gardens. A new access is proposed between the terrace and Sunnyside, providing a T-shaped roadway (cul-de-sac) to serve the rear of the terrace and access to two parking spaces for each property, which are proposed at the end of the gardens.
- 1.5 An additional four dwellings are proposed to be served from the cul-de-sac, which include two three-bedroomed semi-detached dwellings and two three-bedroomed detached dwellings, each with two parking spaces within their individual curtilage.
- 1.6 The dwellings are proposed to be finished in render and pantiles with brick headers and cills and a brick string course.
- 1.7 Amendments have been received, which has added a leg to the cul-de-sac road layout and repositioned the parking for the terrace from the road to the rear of the dwellings. The scheme has also been amended from a terrace of five houses and four detached dwellings, to the scheme as described above.
- 1.8 No affordable housing is proposed but a financial contribution would normally be required.

## **2.0 RELEVANT PLANNING & ENFORCEMENT HISTORY**

- 2.1 15/01516/FUL - Demolition and removal of existing motor trade premises and associated paraphernalia to allow for the construction of 9 dwellings (8 semi-detached units and 1 detached unit) with associated access together with the construction of domestic garage for retained property; Withdrawn 7 December 2015.

## **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 CP9 - Affordable housing  
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 CP21 - Safe response to natural and other forces  
Development Policies DP1 - Protecting amenity  
Development Policies DP4 - Access for all  
Development Policies DP8 - Development Limits  
Development Policies DP9 - Development outside Development Limits  
Development Policies DP10 - Form and character of settlements  
Development Policies DP30 - Protecting the character and appearance of the countryside  
Development Policies DP32 - General design  
Development Policies DP43 - Flooding and floodplains  
Interim Guidance Note - adopted by Council on 7th April 2015  
National Planning Policy Framework - published 27 March 2012

## **4.0 CONSULTATIONS**

- 4.1 Parish Council - no problem with the proposed dwellings. However, they do have concern in relation to the roadside parking in front of the terraced houses. It is considered that the proposed parking will be a hazard for the flowing traffic through the village as well as the potential new residents emerging from their entrance. No comments have been received with regard to the amended plans.
- 4.2 Highway Authority - Amended plans have been submitted showing a revised site layout which is acceptable in highway terms; no objections subject to conditions.
- 4.3 Swale & Ure Drainage Board - please add a condition that a surface water drainage scheme should be submitted and approved prior to commencement.
- 4.4 Yorkshire Water - conditions recommended to protect the local aquatic environment and YW infrastructure.
- 4.5 Environmental Health Officer - we believe there will be no significant impact on the local amenity, therefore no objection. The Preliminary Geoenvironmental Investigation submitted in support of the above development is acceptable. The report identifies the potential for contamination to exist on the site and therefore makes recommendations for further works as a phased intrusive investigation. I can confirm that I agree with the proposals outlined in the above report and look forward to receiving the investigation reports. In order to ensure the investigation is carried out I am recommending a condition be imposed.

4.6 Public comment - correspondence has been received from and on behalf of three local residents. The comments received are summarised as follows:

- Major concerns about the construction of additional terraced properties with road frontage which would, in the absence of double yellow lines, lead to additional vehicles parking on a very busy major "A" designated road. The line of sight of people with drives onto the road is affected by parked vehicles already and the addition of further properties can only make the position much worse;
- South Otterington is essentially a linear village lying on the busy A167. The proposal does not reflect the form and character of its surroundings in terms of layout and density and would be harmful to the character and appearance of the area;
- Without the retained dwelling the density is 40 dwellings per hectare, which does not reflect the surroundings;
- The backland development does not respect the linear form of the village and is contrary to LDF Policy DP32;
- The existing leylandii boundary hedge could be damaged or destroyed by the development; its retention is vital to even a semblance of privacy for Oaklands;
- High Hedge legislation can require a forced reduction in height to 2m;
- Overlooking from the rear elevation of proposed dwelling could cause potential harm to residential amenity - there is a separation distance of approximately 17m, which is less than the usual 21m between principal elevations;
- Without the hedge the currently private rooms and garden to the rear of Oaklands would be overlooked contrary to Policy CP1;
- The 9 dwellings are likely to generate significantly more vehicle movements than the current business with implications for highway safety;
- The LPA now has a 5 year land supply and therefore there is no urgent need to provide housing in a form which is otherwise unacceptable in principle or in detail;
- This is a busy main road (A167) and the current garage business rarely generates significant on-street parking but provides a clear frontage along which to see and accommodate traffic movements through the village;
- Car parking regularly obstructs the frontage to the 2 terraced houses on the main road along from our drive end (even though parked half on the pavement) due to poor sight lines. It will significantly harm traffic safety in the village;
- As well as lacking off-street parking, the terraced dwellings have no proposed storage facility (e.g. shed) for bikes, equipment and bin storage and access to the rear will be difficult for some of these inner properties; and
- It would be better if the area to the rear of the frontage terrace dwellings was made into larger private gardens with private parking/garage space and individual rear access to these properties or the number of frontage dwellings reduced.

4.7 Following the receipt of amended plans, a further comment has been received from the neighbouring resident at Oaklands:

- The amended plans address parking concern on the A167, however the amendments do not address any other concerns raised in our objections;
- The amended plans significantly increase activity, disturbance and loss of privacy due to the proximity and number traffic movements in a confined area; and
- the reference drawing used by the applicant's architect proposed site layout drawing number 2139-003 are out of date and do not truly reflect the distance between our property and the development. Our property has been extended before we purchased it and we have also extended our property in recent years. The plan shows our house as it looked in 1979 and not in 2016.

## 5.0 OBSERVATIONS

- 5.1 The main issues for consideration in this case relate to (i) the principle of new dwellings in this location outside Development Limits; (ii) the loss of the existing business; (iii) an assessment of the likely impact of the proposed dwellings on the character and appearance of the village; (iv) the impact on neighbour amenity; (v) highway safety and (vi) developer contributions toward affordable housing provision.

### Principle of development

- 5.2 Part of the site falls outside of Development Limits of South Otterington, defined in Policy CP4 of the Core Strategy as a Secondary Village. The Limits extend immediately behind the rear of the workshop building and exclude most of the yard beyond, which is used for parking. Most of the rear garden of the existing dwelling is also excluded from the Limits. Policy DP9 states that development will only be granted outside of Development Limits "in exceptional circumstances". The applicant does not claim any of the exceptional circumstances identified in Policy CP4, so the proposal would be a departure from the Development Plan. However, it is also necessary to consider more recent national policy in the form of the National Planning Policy Framework (NPPF), paragraph 55 of which states:

"To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. For example, where there are groups of smaller settlements, development in one village may support services in a village nearby. Local planning authorities should avoid new isolated homes in the countryside unless there are special circumstances".

- 5.3 The NPPF identifies some special circumstances that are consistent with those set out in Policy CP4, with the addition of "the exceptional quality or innovative nature of the design of the dwelling". None of these exceptions are claimed by the applicant.
- 5.4 To ensure appropriate consistent interpretation of the NPPF alongside Policies CP4 and DP9, the Council has adopted Interim Policy Guidance (IPG) relating to Settlement Hierarchy and Housing Development in the Rural Areas. This guidance is intended to bridge the gap between CP4/DP9 and the NPPF and relates to residential development within villages. The IPG has brought in some changes and details how Hambleton District Council will now consider development in and around smaller settlements and has included an updated Settlement Hierarchy.
- 5.5 In the 2014 Settlement Hierarchy contained within the IPG, South Otterington is still defined as a Secondary Village and therefore a sustainable settlement; within the IPG small scale development adjacent to the main built form of the settlement "will be supported where it results in incremental and organic growth". To satisfy criterion 1 of the IPG the proposed development must provide support to local services including services in a village nearby. The site lies within the centre of the village, which has facilities including a school, church and pub. Criterion 1 would be satisfied.

### Loss of business

- 5.6 The site is in use as a motor trade premises with an associated showroom and workshops. The redevelopment of the site would not necessarily result in the loss of the business, which is planned to be relocated to an alternative site in Northallerton, although this cannot be guaranteed. LDF Policy CP15 requires support to be given to the social and economic needs of rural communities by encouraging the retention or expansion of appropriate businesses outside of the Service Centres and Service Villages. The existing business employs a total of 8 full time staff. The applicant

intends, following relocation, to expand the business, which would not be possible on the existing site due to space constraints.

- 5.7 It is accepted that the applicant's intention to relocate and expand the business is genuine, although it cannot be guaranteed through the granting of permission for this development and therefore the Local Planning Authority should acknowledge that there is a risk of jobs being lost. However, the risk is not considered to be so great as to outweigh the benefits of development identified elsewhere in this report.

#### Impact on character of the village

- 5.8 In order to be acceptable within the scope of the IPG, proposals must be small in scale and provide a natural infill or extension to the settlement and also conform to other relevant LDF Policies. The proposal for a total of nine new dwellings is larger than the normal figure of five dwellings noted within the IPG. However, the guidance goes on to state that "each development must be considered on its own merits taking into account the scale and unique character and appearance of the settlement" and therefore allows for larger developments if they reflect the existing built form and character of the village.
- 5.9 This part of South Otterington is traditionally characterised by linear development although there are several examples of backland type development. There is an existing cul-de-sac type development within the western part of the village adjacent to the village green.
- 5.10 The proposed layout shows a cul-de-sac development of four dwellings, detached and semi-detached, positioned to the rear of the proposed terrace of dwellings along the frontage. The application site is previously developed land and the proposed development encompasses the entire Walkers Garage site including part of the existing domestic curtilage of Sunnyside. The site does not extend onto the adjacent agricultural land.
- 5.11 It is important to consider the likely impact of the proposed development with particular regard to criteria 2, 3 and 4 of the IPG. The proposed dwellings would be on the site of the garage premises, which could give rise to issues of residential amenity in respect of noise and disturbance; any expansion of the existing business may result in the potential for adverse impacts. In addition the motor trade premises, does not contribute to an attractive village environment. The site has more in common with the village than with the rural landscape beyond. The following detailed advice within the IPG is considered to be relevant:
- "Proposals will be assessed for their impact on the form and character of a settlement. Consideration should be given to the built form of a settlement, its historical evolution and its logical future growth and how the proposal relates to this."
- "Any detrimental impact on the character, appearance and environmental quality of the surrounding area should be avoided and development should not compromise the open and rural character of the countryside."
- 5.12 It is considered that the proposed layout would respect the general built form of the village and the removal of the use and buildings would improve the appearance of the site and generally improve the amenity of the area. There is no identified harmful impact to the built or historic environment.
- 5.13 There are no trees within the site worthy of retention; it is recommended that a landscaping scheme be submitted, required by condition.

### Effect on residential amenity

- 5.14 LDF Policy DP1 requires that all development proposals must adequately protect amenity, particularly with regard to privacy, security, noise and disturbance, pollution (including light pollution), vibration and daylight. There is some concern expressed by the neighbour regarding the potential loss of privacy as a result of the position of the semi-detached dwellings. The dwellings have rear gardens, the length of which is approximately 14m. The main part of the dwelling at Oaklands lies approximately 10m from the boundary on the southern side.
- 5.15 The gardens would be bounded by the existing 4m high leylandii hedge and therefore the privacy currently enjoyed in the garden immediately to the north of Oaklands would be protected. Should the hedge be removed in the future there would be a distance of approximately 25m between the dwellings, which would ensure that an acceptable level of privacy could be achieved. It is considered therefore that in respect of the proposed development and its use, there would not be an adverse impact on residential amenity that would be contrary to LDF Policy DP1.

### Highway safety

- 5.16 The Highway Authority initially objected to the scheme as submitted but following receipt of the amendments for the provision of parking to the rear of the dwellings, it has no objections subject to conditions.

### Affordable housing

- 5.17 The application does not include the provision of affordable housing. LDF Policy CP9 requires development in locations such as this of two or more houses to provide a 40% proportion of affordable homes. The 2014 Ministerial Statement allows Councils to adjust the threshold in designated rural areas to seek cash contributions towards affordable housing from sites of six to ten dwellings. This Council has instated this lower threshold and it therefore would apply in this case. A financial contribution is therefore required in respect of four of the nine additional dwellings. However, this contribution should be offset by applying vacant buildings credit, also introduced by the Ministerial Statement, to any floor space converted or demolished to make way for redevelopment but as the buildings are currently in use this cannot apply. A 40% cash contribution would therefore apply to the four dwellings proposed above the threshold of 5.
- 5.18 Additional viability information has been submitted by the applicant's agent, which concludes that due to the abnormal costs associated with the clearance of the existing buildings, such as the removal of fuel tanks and contaminated sub-soil, the development would not be viable if any affordable housing contribution is provided. The payment of CIL is a requirement that is not flexible, whilst the provision of affordable housing is subject to viability considerations.

### Conclusion

- 5.19 The location of the application site is considered to be a sustainable location and therefore the principle of additional dwellings is acceptable. There remains a risk that the relocation of the existing business would not occur and therefore that it would close but there is no evidence to suggest that will take place. Approval of the application is recommended.

## **6.0 RECOMMENDATION**

- 6.1 That subject to any outstanding consultations the application is **GRANTED** subject to the following conditions:
1. The development hereby permitted shall be begun within three years of the date of this permission.
  2. 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.
  3. All new, repaired or replaced areas of hard surfacing shall be formed using porous materials or provision shall be made to direct run-off water from the hard surface to an area that allows the water to drain away naturally within the curtilage of the property.
  4. 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. No dwelling shall 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 situate within the curtilage of that dwelling 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.
  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. The development shall not be commenced until details relating to the boundary treatment of the development have been submitted to and approved in writing by the Local Planning Authority. The dwellings shall not be occupied until the boundary treatment has been implemented in accordance with the approved details and thereafter retained.
  7. The site shall be developed with separate systems of drainage for foul and surface water on and off site.
  8. No piped discharge of surface water from the application site shall take place until works to provide a satisfactory outfall, other than the local public sewerage, for surface water have been completed in accordance with details to be submitted to and approved by the Local Planning Authority before development commences.
  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. 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: (i) the proposed highway layout including the highway boundary, (ii) dimensions of any carriageway, cycleway, footway, and verges, (iii) visibility splays, (iv) the proposed buildings and site layout, including levels, (v) accesses and driveways, (vi) drainage and sewerage system, (vii) lining and signing, (viii) traffic calming measures, (ix) 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: (i) the existing ground level, (ii) the proposed road channel and centre line levels, (iii) full details of surface water drainage proposals; (c) Full highway construction details including: (i) 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, (ii) when requested cross sections at regular intervals along the proposed roads showing the existing and proposed ground levels, (iii) kerb and edging construction details, (iv) 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.
11. No dwelling to which this planning permission relates shall be occupied until the carriageway and any footway/footpath from which it gains access is constructed to bindercourse macadam level and/or block paved and kerbed and connected to the existing highway network with street lighting installed and in operation. The completion of all road works, including any phasing, shall be in accordance with a programme approved in writing with the Local Planning Authority before the first dwelling of the development is occupied.
12. There shall be no access or egress by any vehicles between the highway and the application site until full details of any measures required to prevent surface water from non-highway areas discharging on to the existing or proposed highway together with a programme for their implementation have been submitted to and approved in writing by the Local Planning Authority. The works shall be implemented in accordance with the approved details and programme.
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 in connection with the construction of the access road or buildings 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, and (b) provision of a 2.0m wide footway across the frontage of the site constructed in accordance with Standard Detail A1 (footway) with full faced kerbs as required; and (ii) A programme for the completion of the proposed works has been submitted to and approved in writing by the Local Planning Authority.



14. 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 13: (a) Provision of tactile paving; and (b) Provision of a 2.0m wide footway across the frontage of the site constructed in accordance with Standard Detail A1 (footway) with full faced kerbs as required.
15. No dwelling shall be occupied until the related parking facilities have been constructed in accordance with the approved drawing reference 2139-003B. Once created these parking areas shall be maintained clear of any obstruction and retained for their intended purpose at all times.
16. 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.
17. 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 in writing to their withdrawal.
18. 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.
19. The permission hereby granted shall not be undertaken other than in complete accordance with the location plan 2139-001 and drawings numbered 2139-003B; 004B; 005; 006A; 007; 009; 010A; 011; 012A and 014A received by Hambleton District Council on 30 June, 8 July and 8 and 16 September 2016 unless otherwise approved in writing by the Local Planning Authority.

The reasons for the above conditions are:

1. To ensure compliance with Sections 91 and 92 of the Town and Country Planning Act 1990 and where appropriate as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
2. To ensure that the external appearance of the development is compatible with the immediate surroundings of the site and the area as a whole in accordance with Hambleton Local Development Framework Policy CP17.

3. To reduce the volume and rate of surface water that drains to sewers and watercourses and thereby not worsen the potential for flooding in accordance with Hambleton LDF Policies CP21 and DP43.
4. In order to soften the visual appearance of the development and provide any appropriate screening to adjoining properties in accordance with Local Development Framework Policies.
5. To ensure that the development is appropriate to environment in terms of amenity and drainage in accordance with LDF Policies CP21 and DP43.
6. To ensure that the development is appropriate to the character and appearance of its surroundings in accordance with LDF Policies CP16 and DP30.
7. In the interest of satisfactory and sustainable drainage in accordance with LDF Policies CP21 and DP43.
8. To ensure that the site is properly drained and in order to prevent overloading, surface water is not discharged to the foul sewer network 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. To secure an appropriate highway constructed to an adoptable standard in the interests of highway safety and the amenity and convenience of highway users in accordance with LDF Policies CP2 and DP4.
11. To ensure safe and appropriate access and egress to the dwellings, in the interests of highway safety and the convenience of prospective residents in accordance with LDF Policies CP2 and DP4.
12. In the interests of highway safety on accordance with LDF Policies CP2 and DP4.
13. To ensure that the details are satisfactory in the interests of the safety and convenience of highway users in accordance with LDF Policies CP2 and DP4.
14. In the interests of the safety and convenience of highway users in accordance with LDF Policies CP2 and DP4.
15. To provide for adequate and satisfactory provision of off-street accommodation for vehicles in the interest of safety and the general amenity of the development in accordance with LDF Policies CP2 and DP4.
16. To protect pedestrians and other highway users in accordance with LDF Policies CP2 and DP4.
17. In accordance with LDF Policies CP2 and DP4 to ensure that no mud or other debris is deposited on the carriageway in the interests of highway safety.
18. 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.

19. 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.

Informative

1. The applicant is advised that prior to the initial occupation of any individual dwelling hereby permitted, the following bins and recycling box conforming to European Standard EN840 should be provided by the developer for the exclusive use of the occupants of that dwelling:

1 x 240 litre black wheeled bin for general waste  
1 x 240 litre green wheeled bin for garden waste  
1 x 240 litre black wheeled bin with a blue lid for mixed household recycling; and  
1 x 55 litre blue recycling box for glass bottles and jars.

In order to guarantee EN840 compliance the Council will only collect from bins and boxes sourced from its own Neighbourhood Services.

If the developer does not pay for bins and boxes, each new resident will be required to pay for them. In the event that no payment is made, the Council will not collect waste and recycling from the dwelling concerned.

Further details of the Council's Waste and Recycling Collection Policy and the charges for bins and boxes is available at [www.hambleton.gov.uk](http://www.hambleton.gov.uk) or by telephoning 01609 779977.