

**Parish: Pickhill with Roxby**

Ward: Tanfield

**9**

Committee Date: 2 March 2017

Officer dealing: Mrs H Laws

Target Date: 10 March 2017

**16/02116/OUT**

**Outline application with details of access, layout and scale (appearance and landscaping reserved) for the construction of up to 14 dwellings and 1 replacement dwelling  
At Station Farm, Pickhill  
For Mr Barningham**

## **1.0 SITE DESCRIPTION AND PROPOSAL**

- 1.1 The site lies within Pickhill towards the south western edge of the village on the northern side of the main village street. It covers an area of 0.75 hectares and has a street frontage of approximately 50m. The majority of the site lies to the rear and is occupied by vacant poultry buildings, a paddock area and the farm access road. An existing dwelling lies within the site boundary on the road frontage, which is a detached single storey dwelling, set on slightly higher ground than the adjacent road and footway, with a stone retaining wall forming the front boundary. The access into the site is at the western end; the access road exits the site at the north eastern corner onto an access road (and a public right of way) shared with other properties.
- 1.2 Two large poultry sheds lie in the north western corner of the application site bounded to the rear by a row of mature trees. Three smaller sheds lie on the western boundary with the neighbouring property at The Vicarage. Existing small agricultural buildings lie along the eastern boundary of the site abutting the public right of way.
- 1.3 The application is in outline with access, layout and scale included as matters to be considered at this stage, for the construction of 15 dwellings. The scheme involves the removal of the existing dwelling that fronts onto the village street so would comprise 14 additional dwellings.
- 1.4 Amended plans have been received that reposition the access from the western edge of the site to a more central position within the frontage. A dwelling is proposed to the east of the access to replace the existing bungalow and a dwelling is proposed to the west of the access. Both of these dwellings would be accessed from the proposed internal road.
- 1.5 The layout proposes a cul-de-sac development of a further 13 dwellings served by the shared access road. The overall scheme proposes the following:
- Two four-bedroom two-storey dwellings;
  - Six three-bedroom two-storey dwellings;
  - Three two-bedroom two-storey dwellings;
  - Two three-bedroom bungalows; and
  - Two two-bedroom bungalows.
- 1.6 Detached garaging is proposed for six of the dwellings with parking provided either on the individual plot or in a rear courtyard area.
- 1.7 The scale of the buildings is a matter submitted for consideration at this stage. However, illustrative material indicates that the tallest dwellings proposed for the site would have a ridge height of up to 9.8m and a footprint of approximately 90sqm; the

bungalows would have a ridge height of up to 7.8m and a footprint of approximately 75sqm.

- 1.8 The scheme would include the provision of an area of landscaped open space, positioned centrally within the site with footpath access onto the village street in the south eastern corner of the application site. Planting is also proposed along the boundaries. The detail of the landscaping is a reserved matter at this stage.
- 1.9 The application does not include the provision of affordable housing.
- 1.10 The application also includes the following documents: a Design and Access Statement; an Ecological Appraisal; a Flood Risk Assessment and Drainage Strategy; and a Planning and Heritage Statement.

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

- 2.1 None.

## **3.0 RELEVANT PLANNING POLICIES**

- 3.1 The relevant policies are:

Core Strategy Policy CP2 - Access  
Core Strategy Policy CP1 - Sustainable development  
Core Strategy Policy CP4 - Settlement hierarchy  
Core Strategy Policy CP9 - Affordable housing  
Core Strategy Policy CP16 - Protecting and enhancing natural and man-made assets  
Core Strategy Policy CP17 - Promoting high quality design  
Core Strategy Policy CP21 - Safe response to natural and other forces  
Development Policies DP1 - Protecting amenity  
Development Policies DP3 - Site accessibility  
Development Policies DP4 - Access for all  
Development Policies DP10 - Form and character of settlements  
Development Policies DP15 - Promoting and maintaining affordable housing  
Development Policies DP28 - Conservation  
Development Policies DP30 - Protecting the character and appearance of the countryside  
Development Policies DP31 - Protecting natural resources: biodiversity/nature conservation  
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  
Written Ministerial Statement – Small-scale developers, November 2014

## **4.0 CONSULTATIONS**

- 4.1 Parish Council - No objection.
- 4.2 Highway Authority – No objection subject to conditions.
- 4.3 Yorkshire Water - The Flood Risk Assessment is not satisfactory to Yorkshire Water as currently shown. The existing vs proposed surface water drainage route is not clear. We note the planning application form states ' Soakaway and Watercourse', but the FRA suggests Soakaways or Public sewer? Clarification is required.

Notwithstanding the above, if planning permission is to be granted, a condition is recommended in order to protect the local aquatic environment and YW infrastructure.

4.4 Ramblers Association - No objection; dwellings for people is preferred to clapped out sheds for hens. The site layout indicates an overlap of the building onto the adjacent public footpath. A minor site movement is required. No indication of the nature of the access to the building where it crosses the footpath. The footpath system around the farmstead requires TLC. These points have been discussed with the occupant.

4.5 Public comments - Observations have been received from five local residents; three of whom support the proposed development and one of whom objects. The comments are summarised as follows:

- We very much welcome this change and improvement of what is, in effect, a redundant area. If it is developed as per the architect's attached plans, this should provide a well planned, appropriate, modest development, to provide quality homes;
- These new homes should encourage families and professionals to enjoy village life, which in turn will support the village school, and other local amenities and ensure the continued viability of Pickhill;
- The position of this new exciting development will upgrade the "gateway" to the village. We firmly believe that villages must evolve, and we thoroughly support this application to re-generate this area;
- I think that the regeneration of the old chicken farm would be a great idea. I look out over the site and it is run down, some houses would be better for the community, including the school and pub;
- A big improvement. The houses look well spaced out and appear to be appealing to future buyers;
- The proposal for 14 dwellings will significantly increase the traffic flow along Street Lane. We feel that a review is required of the access to the site which is currently shown as the existing access. It is not clear from the planning application whether this access is to be widened in order to facilitate the necessary width to achieve sufficient clearance and swept envelope for two vehicles to pass safely during access and egress on to Street Lane;
- We have concerns regarding the impact of the vehicle headlights shining intrusively into our property; taking into account the significant difference in elevation of the site above the adjacent road level. We would seek assurance that suitable mitigations are considered as part of any further detailed design;
- We doubt that there is sufficient off-street parking in the development to accommodate the vehicles associated with 14 dwellings to reasonably mitigate the need for any overspill parking along the adjacent section of Street Lane. Any associated overspill parking along Street Lane would compromise the free flow of normal traffic and pedestrian safety on the adjacent footpath. This will also restrict the safe passage of agricultural vehicles, buses and emergency services;
- This application is attractively planned on an unattractive site and we would like to be able to support it. However in its current form, we object;
- There is insufficient parking as part of the development to allow for all householders, visitors, deliveries etc. without creating a problem of parking on the road. The road at that point is not wide enough to allow for on-street parking and such parking would create a significant problem with traffic flow and safety;
- If this development goes ahead the number of houses within the village will have increased by c.25% in 15 years. There has not been matched by any accompanying improvements in village infrastructure to deal with this increase and there is already a real problem with parking, road condition and broadband capacity within the village. In addition the village has no village hall, no shop and

an extremely limited bus service and thus it is not clear that this is a village that can sustain such expansion; and

- The plans as drawn do not show a sufficiently wide access road and it is not clear that the necessary width can be created if both of the road facing bungalows are developed as planned.

## 5.0 OBSERVATIONS

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

### Principle

- 5.2 The Development Limits of Pickhill, which is defined in Policy CP4 as a Secondary Village, run through the site approximately 25m parallel to the village street. Approximately 1200 sq.m of the site (16% of the total) is within Development Limits. The development of this part of the site would therefore be acceptable in principle in accordance with LDF Policy CP4. The majority of the site falls outside Development Limits.

- 5.3 Policy DP9 states that development will only be granted for development beyond Development Limits "in exceptional circumstances" but it is also necessary to consider more recent national policy in the form of the NPPF. Paragraph 55 of the NPPF states:

"To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities.

- 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 details how Hambleton District Council will now consider development in and around smaller settlements and has included an updated Settlement Hierarchy.

- 5.5 The IPG states that the Council will support small-scale housing development in villages where it contributes towards achieving sustainable development by maintaining or enhancing the vitality of the local community and where it meets all of the following criteria:

1. Development should be located where it will support local services including services in a village nearby.
2. Development must be small in scale, reflecting the existing built form and character of the village.
3. Development must not have a detrimental impact on the natural, built and historic environment.
4. Development should have no detrimental impact on the open character and appearance of the surrounding countryside or lead to the coalescence of settlements.
5. Development must be capable of being accommodated within the capacity of existing or planned infrastructure.
6. Development must conform with all other relevant LDF policies.

- 5.6 In the 2014 Settlement Hierarchy contained within the IPG, Pickhill 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. Additional dwellings would help to support facilities within Pickhill such as the school and the pub and would provide a short term economic impact in respect of their construction. Criterion 1 would be satisfied.
- 5.7 Criterion 2 of the IPG requires development to be small in scale. Based on 2014 figures there is a total of 136 dwellings within the village; an additional 14 dwellings would be an increase of almost 10%. Consideration must also be given to the cumulative impact of 14 additional dwellings over and above those recently granted permission and not yet built under the terms of the IPG. Since the IPG was introduced in April 2015 it has provided justification for a total of 16 dwellings approved in Pickhill. As the permissions for the 16 dwellings remain extant it is anticipated that they will all be implemented. This would result in a total of 30 dwellings, which would be a cumulative increase of 22%.
- 5.8 In this respect the proposed development does not comply with the criteria of the IPG and would contribute towards a large amount of housing development within the village over the next few years. Consideration must therefore be given to the impact of such a large number of houses on a Secondary Village. One of the facilities within the village is the local primary school, which has a capacity of 63 pupils but currently has 31. This is a significant undersubscription and the additional housing would go some way towards increasing the numbers and supporting the viability of the school.
- 5.9 There are also a number of local employers in the village including the School and the Nags Head Public House. There are local farms and small business including Pickhill Engineering and Thomas Armstrong Construction Services. The additional housing would increase opportunities for workers to remain in or relocate to the village.
- 5.10 In order to justify the amount of development proposed, to enable the removal of the existing buildings, the applicant was asked to provide evidence to show the abnormal costs associated with the clearance of the site. Additional viability information has been submitted by the applicant's agent, which shows that the abnormal costs associated with the clearance of the site, including the demolition of the existing buildings and the removal of asbestos has a significant impact on the viability of the site. Taking into account the existing use value of the site, the cost of the development and the abnormal costs involved in the clearance of the site Officers are satisfied that the proposed redevelopment of the site would not be viable if fewer than 14 units were provided.
- 5.11 The site lies within the Area of Opportunity defined as Spatial Principle 1 of the Core Strategy. Policy CP4 of the Core Strategy sets out specific criteria for development in locations outside of Development Limits. Development is only supported when an exceptional case can be made for the proposals which relate to Policies CP1 and CP2 (which relate to sustainable development and minimising the need to travel - it is concluded in paragraph 5.6 above that the location is sustainable). In this instance it is suggested that the exceptional case may relate to the necessity of development 'to secure a significant improvement to the environment' (criterion ii of CP4).
- 5.12 The environmental improvements would be twofold in this instance: an improvement in the appearance of the site and enhanced residential amenity. None of the existing buildings are particularly prominent but are unsightly and, as a group and due to the large scale of the site and the buildings are considered to detract from the

appearance of the village. It would be possible to construct dwellings on the frontage of the site within the Development Limit boundary that would help to screen the unsightly buildings to the rear. The removal of the buildings and replacement with dwellings would significantly alter the character of the site from agricultural to residential but within this village location a more formal arrangement of dwellings would have a positive impact on the character and appearance of the settlement.

- 5.13 The screening of the rear portion of the site with frontage development would not address the potential harm that the re-use of the buildings for intensive agricultural use could have on the amenity of existing and future residents. The buildings are currently vacant but could be brought back into use. The proposed residential use would have much less harmful impact on residential amenity in the vicinity of the site.
- 5.14 It is considered that the proposed development is in a sustainable location and would secure a significant improvement to the environment whilst helping to support the local economy by supporting local facilities. It would therefore comply with LDF Policy CP4 and is acceptable in principle.

#### Character and appearance of the village

- 5.15 It is considered in paragraph 5.12 above that the replacement of the agricultural buildings with dwellings would improve the appearance of the village.
- 5.16 Pickhill is characterised by linear development; the development of the large cul-de-sac of Melltowns Green is not in the traditional character of the village. LDF Policy CP17 requires a high quality of design that should “respect and enhance the local context and its special qualities”. The submitted layout is for approval and proposes to construct development that falls within three distinct types. The proposed development in the north western corner is in the form of an agricultural yard, with buildings of different types and heights to three sides. The central section of the development would be based around a landscaped open space, characterising a village green. The frontage development would be the third type and would continue the existing form of development along the village street.
- 5.17 The proposed development is a relatively low density (20 dwellings per hectare), which reflects the low density of buildings in the surrounding area. The character of the existing paddock area is replicated by the landscaped open space proposed in the centre of the site.
- 5.18 The site, albeit in agricultural use, has more in character with the village than the adjacent rural landscape and is physically separated from the open countryside beyond by well-established landscaping. The proposed development would not therefore encroach into the countryside to the detriment of its open and rural character.
- 5.19 The adjacent dwelling at The Old Vicarage is a grade II listed building. It lies within a large garden plot, which would provide a significant amount of separation from the proposed development. The proposed dwellings would lie further from The Old Vicarage than the existing agricultural buildings and it is considered that the setting of the listed building would be improved as a result of the development. The site lies far enough from the Pickhill Conservation Area for it to have no impact on its character or appearance.
- 5.20 As such it is considered that the development proposed, and the limited loss of openness, would appropriately respect the general built form of the village. The application site lies within a different part of the village to housing developments approved under the IPG and therefore would not result in a perception of significant

cumulative development within the village. There is no identified harmful impact to the built or historic environment and the proposal would therefore accord with LDF Policies CP16 and CP17.

#### Residential amenity

- 5.21 LDF Policy DP1 requires development to adequately protect amenity, particularly with regard to privacy, security, noise and disturbance, pollution, odours and daylight. The supporting information submitted with the application states that the existing agricultural buildings are not currently in use. However, they could be brought back into use. The potential agricultural use as an intensive poultry farm is considered to be inappropriate adjacent to a residential area and therefore the proposed development would replace a potentially undesirable agricultural use within the village.
- 5.22 The proposed layout illustrates a single access road through the site with dwellings to both sides. There would be adequate distance between the existing and proposed dwellings for there to be no loss of amenity as a result of overlooking or overshadowing. There would also be sufficient separation between the proposed new units to offer them a suitable level of amenity.

#### Affordable housing

- 5.23 The application does not include the provision of affordable housing. LDF Policy CP9 requires development in locations such as this of two or more dwellings to provide a 40% proportion of affordable homes. The November 2014 Ministerial Statement contradicted this by seeking to exclude developments of ten or fewer dwellings from the requirement to include any affordable housing but allows Councils to adjust the threshold in designated rural areas to seek cash contributions towards affordable housing for sites of 6 to 10 dwellings. This Council has adopted the lower threshold in designated rural areas, which includes the parish of Pickhill with Roxby, and it therefore would apply in this case. A financial contribution equating to 40% on-site provision would be required for the dwellings over the threshold of five (requiring a contribution equivalent to 3.6 affordable dwellings). This provision is offset by applying the vacant buildings credit introduced by the Ministerial Statement to any floor space converted or demolished to make way for development. The buildings are not currently in use and therefore the credit can be applied.
- 5.24 The vacant buildings amount to 2,684 sq.m of floor space; the proposed floor space to be created would be 1,492.4 sq.m (layout and scale are matters included at this stage). The total floor space of the new buildings would be smaller than the floor space of the existing buildings to be replaced and therefore the provisions of the vacant buildings credit override the requirement for an affordable housing contribution in this case.
- 5.25 The proposed scheme includes two and three-bedroom properties and bungalows, for which there is a need in this area although the proposed dwellings would not constitute affordable housing and the occupants cannot therefore be restricted to those in need in the locality.

#### Biodiversity

- 5.26 The Ecological Appraisal concludes that the existing buildings have limited potential as bat roosts but that there is suitable habitat for a range of common birds. There is no evidence of, and low potential for, other species such as Great Crested Newts, badgers or water vole. The report provides details of compensation and mitigation measures and a condition is recommended to ensure these works are undertaken.

## Trees

- 5.27 A mature belt of trees lies along the north western boundary of the application site, which it is proposed to retain. The proposed site plan shows garages to be sited within close proximity of the canopy but adequate space would remain between the rear of the proposed dwellings and the tree line for it to have a negligible impact on the amenity of the future residents. It is recommended that a condition be imposed requiring the submission of a tree survey with the reserved matters submission to ensure there would be no adverse impact on the health and stability of the trees.

## Highway issues

- 5.28 There would be no buildings that would encroach onto the public right of way that lies along the eastern boundary of the site as suggested by the Ramblers' Association's comments. The proposed dwellings would lie further from the track than the existing agricultural buildings.
- 5.29 The access is one of the matters included for consideration. The Highway Authority has no objections regarding the proposed development as amended. It is considered that the proposed development would not adversely impact highway safety and conditions are recommended.

## **6.0 RECOMMENDATION**

- 6.1 That subject to any outstanding consultations the application is **GRANTED** subject to the following conditions:
1. Application for the approval of all of the reserved matters shall be made to the Local Planning Authority not later than three years from the date of this decision and the development hereby approved shall be begun on or before whichever is the later of the following dates: i) Five years from the date of this permission ii) The expiration of two years from the final approval of the reserved matters or in the case of approval on different dates, the final approval of the last such matter to be approved.
  2. The development shall not be commenced until details of the following reserved matters have been submitted to and approved by the Local Planning Authority: (a) the appearance of each building, including a schedule of external materials to be used; (b) the landscaping of the site.
  3. No above ground construction work shall be undertaken until details and samples of the materials to be used in the construction of the external surfaces of the development have been made available on the application site for inspection (and the Local Planning Authority have been advised that the materials are on site) and the materials have been approved in writing by the Local Planning Authority. The development shall be constructed of the approved materials in accordance with the approved method.
  4. All new, repaired or replaced areas of hard surfacing shall be formed using porous materials or provision shall be made to direct run-off water from the hard surface to an area that allows the water to drain away naturally within the curtilage of the property.
  5. Prior to development commencing detailed cross sections shall be submitted to and approved in writing by the Local Planning Authority, showing the existing ground levels in relation to the proposed ground and finished floor levels for the development. The levels shall relate to a fixed Ordnance Datum. The development



shall be constructed in accordance with the approved details and thereafter be retained in the approved form.

6. 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 dwelling shall not be occupied until the boundary treatment associated with that dwelling has been implemented in accordance with the approved details and thereafter retained.
7. No development shall take place until a tree report has been submitted to the Local Planning Authority to assess the impact of the proposed development on the trees that lie along the north western boundary of the application site. Thereafter any recommended works, approved by the Local Planning Authority, shall be undertaken in accordance with the approved details.
8. No development shall take place until details of the proposed means of disposal of surface water drainage, including details of any balancing works and off-site works have been submitted to and approved by the Local Planning Authority. Furthermore, unless otherwise approved in writing by the local planning authority, there shall be no piped discharge of surface water from the development prior to the completion of the approved surface water drainage works.
9. The package of mitigation measures as detailed within the Ecological Appraisal produced by Quants Environmental Ltd, received by Hambleton District Council on 22 September 2016, shall be carried out in full.
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, 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; and (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; and (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; and (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 with 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 basecourse macadam level and/or block paved and kerbed and connected to the

existing highway network with street lighting installed and in operation. The completion of all road works, including any phasing, shall be in accordance with a programme approved in writing with the Local Planning Authority before the first dwelling of the development is occupied.

12. No part of the development shall be brought into use until the existing access on to Street Lane has been permanently closed off and the highway restored. These works shall be in accordance with details which have been approved in writing by the Local Planning Authority. No new access shall be created without the written approval of the Local Planning Authority.
13. There shall be no access or egress by any vehicles between the highway and the application site (except for the purposes of constructing the initial site access) until splays are provided giving clear visibility of 43 metres measured along both channel lines of the major road from a point measured 2.4 metres down the centre line of the access road. The eye height will be 1.05 metres and the object height shall be 0.6 metres. Once created, these visibility areas shall be maintained clear of any obstruction and retained for their intended purpose at all times.
14. No dwelling shall be occupied until the related parking facilities have been constructed in accordance with the approved details. Once created these parking areas shall be maintained clear of any obstruction and retained for their intended purpose at all times.
15. 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.
16. 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.
17. Unless otherwise approved in writing by the Local Planning Authority, there shall be no establishment of a site compound, site clearance, demolition, excavation or depositing of material in connection with the construction on the site until details of the routes to be used by HCV construction traffic have been submitted to, and approved in writing by, the Local Planning Authority. Thereafter the approved routes shall be used by all vehicles connected with construction on the site.
18. The permission hereby granted shall not be undertaken other than in complete accordance with the drawings numbered GA\_00 and Proposed Site Plan received by Hambleton District Council on 22 September and 24 November 2016 unless otherwise approved in writing by the Local Planning Authority.

The reasons for the above conditions are:

1. To ensure compliance with Section 92 of the Town and Country Planning Act, 1990
2. To enable the Local Planning Authority to properly assess these aspects of the proposal, which are considered to be of particular importance, before the development commences.
3. To ensure that the external appearance of the development is compatible with the immediate surroundings of the site and the area as a whole in accordance with Hambleton Local Development Framework Policy CP17.
4. To reduce the volume and rate of surface water that drains to sewers and watercourses and thereby not worsen the potential for flooding in accordance with Hambleton LDF Policies CP21 and DP43.
5. To protect the amenity of the neighbouring residents and to ensure that the development is appropriate to the character and appearance of its surroundings in accordance with LDF Policies CP1, CP17, DP1 and DP32.
6. To ensure that the development is appropriate to the character and appearance of its surroundings in accordance with LDF Policies CP17 and DP32.
7. The trees are of some local amenity value and worthy of protection in the context of new development in accordance with LDF Policies CP16 and DP30.
8. To ensure that no surface water discharges take place until proper provision has been made for its disposal in accordance with LDF Policies CP21 and DP43.
9. To minimise risk or disturbance to wildlife habitats in accordance with LDF Policies CP16 and DP31.
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 in accordance with LDF Policies CP2 and DP4.
13. In the interests of road safety in accordance with LDF Policies CP2 and DP4.
14. 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.
15. 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.
16. To provide for appropriate on-site vehicle parking and storage facilities, in the interests of highway safety and the general amenity of the area in accordance with LDF Policies CP2 and DP4.
17. In accordance with LDF Policies CP2 and DP4 and in the interests of highway safety and the general amenity of the area.

18. 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.

### Informatives

1. No works are to be undertaken which will create an obstruction, either permanent or temporary, to the Public Right of Way adjacent to the proposed development. Applicants are advised to contact the County Council's Access and Public Rights of team at County Hall, Northallerton via [paths@northyorks.gov.uk](mailto:paths@northyorks.gov.uk) to obtain up-to-date information regarding the line of the route of the way. The applicant should discuss with the Highway Authority any proposals for altering the route.
2. 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.