

Parish: Carlton Miniott

Ward: Thirsk

3

Committee date: 29 July 2021

Officer dealing: Andrew Cotton

Target date: 23 June 2021

21/00772/FUL

Change of use of agricultural land and siting of 80 caravans including access roads, car parking, landscaping and ornamental ponds

At Woodland Lodges, Carlton Road, Carlton Miniott

For Coppergreen Developments Ltd.

This application is referred to Planning Committee due to the scale of the proposal

1.0 Site context and proposed development

- 1.1 Woodland Lodges is a holiday accommodation and leisure site to the south west of Carlton Miniott, currently host to 122 holiday units, leisure facilities building, circulation space, car parking and landscaping. There are also fishing lakes and a restaurant on the adjoining site. Each of the operations on the site is accessed via Coney Garth Lane. Adjacent to the current proposal site is via a parcel of land with extant permission for 27 caravans, access road, car parking and landscaping; this site is currently subject to a S73 application to amend the approved layout.
- 1.2 Since the approval of the leisure facilities building, with its pool, restaurant, spa and children's play area; Woodland Lodges has become part of the Landal GreenParks brand. Landal GreenParks originated in Holland in 1954 and now offers 96 holiday locations across 9 European countries. Landal offers 14,000 accommodation units, has 3,000 employees and provides 13.2 million overnight stays to 3.1million guests every year, making it the world's largest professional manager in the holiday rental sector. Woodland Lodges consider the expansion of the park an essential step to maintain the required footfall for the leisure centre and continued success of the park as a whole.
- 1.3 The site is located outside of the Development Limits of Carlton Miniott, within open countryside. The landscape is relatively flat but the existing development is well screened by landscaped bunds and trees.
- 1.4 Permission is sought to extend the holiday park through the change of use of two parcels of land adjacent to the existing site from agricultural use to allow the siting of 80 holiday lodges, access roads, car parking, landscaping and ornamental ponds.
- 1.5 The 80 additional caravans will comprise:
 - 30 x 1 bed caravans;
 - 15 x 1 bed with annex caravans;
 - 10 x 2 bed caravans;
 - 10 x 3 bed caravans; and
 - 15 x 4 bed caravans

- 1.6 To the north and east of the site significant landscaping including a range of native planting is proposed to screen the development. The landscape planting proposed extends along the south and western boundary of the site area also.
- 1.7 The proposed lodges are single storey and timber clad with tile effect cladding to the roofs, there are to be three styles of differing sizes but a cohesive style and reflect the design of the existing lodges on the site.

2.0 Relevant Planning and Enforcement History

- 2.1 05/02197/FUL – 18 holiday cabins, service cabin and formation of a pond; Granted 15 December 2005.
- 2.2 06/02094/FUL – Revised application for the siting of 5 log cabins and 13 static caravans; Granted 28 November 2006.
- 2.3 08/00220/FUL – Revised application for the siting of 6 log cabins and 13 caravans; Granted 14 April 2008.
- 2.4 11/00122/FUL – Change of use of agricultural land for the siting of 32 holiday lodges, laundry lodge, reception lodge, car parking, the formation of two ponds and the siting of an additional lodge on phase 1 of the scheme; Withdrawn 21 April 2011.
- 2.5 11/01467/FUL – Revised application for change of use of agricultural land for the siting of 32 holiday lodges, laundry lodge, reception lodge, car parking, the formation of two ponds and the siting of an additional lodge on phase 1 of the scheme; Granted 6 September 2011.
- 2.6 17/01020/FUL - Change of use of agricultural land; siting of 70 holiday lodges (caravans); construction of single storey leisure facilities building; circulation; car parking and landscaping; Granted September 2017
- 2.7 21/00773/MRC - Variation of Conditions attached to Application Reference Number 17/01020/FUL - Change of use of agricultural land; siting of 70 holiday lodges (caravans)(as amended 21 August 2017); construction of single storey leisure facilities building; circulation; car parking and landscaping; **Pending Determination**

3.0 Relevant Planning Policies

- 3.1 The relevant policy of the Development Plan and any supplementary planning policy advice are as follows;

CP1 – Sustainable Development

CP2 – Access

CP3 – Community Assets

CP4 – Settlement Hierarchy

CP15 – Rural Regeneration

CP16 – Protecting and Enhancing Natural and Man-made Assets

CP17 – Promoting High Quality Design

DP1 – Protecting Amenity

DP2 – Site Accessibility

DP3 – Access for All

DP5 – Community Facilities
DP9 – Development Outside Development Limits
DP25 – Rural Employment
DP30 – Protecting the Character and Appearance of the Countryside
DP31 – Protecting Natural Resources: Biodiversity/nature conservation
DP32 – General Design
DP33 – Landscaping

Additionally, the following are material considerations:
Emerging Hambleton Local Plan
National Planning Policy Framework

4.0 Consultation

4.1 Parish Council – Raises concerns summarised as follows:

- The entrance and exit to and from Coney Garth lane to be widened to double lane with white lines - To prevent build up and queuing traffic onto and off the site.
- To lower the speed limit from the site to Busby Stoop in both directions to 30mph as of present the site exits on to the A61 outside the 30mph restriction.
- To address the issues of faced by pedestrians leaving the site towards Busby Stoop and install a footpath on both sides of the road including street lights and rubbish/dog fouling bin.
- We don't feel that the traffic numbers can be assessed by change over days alone. We are sure that most holiday makers that arrive are not going to stay on site for their whole stay but will want to explore our wonderful area and what it has to offer. To do this safely the entrance/exit and road safety/foot traffic safety has to be of utmost priority.
- We would like to request an up-to-date Traffic/foot traffic report is undertaken and not use one for consideration that is 5 years out of date -
- and to take into account not only the caravans and lodges, but the visitors to the leisure facility, the fishing lakes, the onsite pub/restaurant and the fact that Coney Garth Lane is also a bridle way for local residents, walkers and users of this site.
- We would like to ask, will the site like most types of this nature have conditioned months of use? Or will it be open 12 months of the year? If the latter then we reiterate the need for better road and foot traffic safety to be a top priority that requires addressing for all year round and weathers conditions

4.2 NYCC Highway Authority – No objections subject to conditions. The proposed development will result in a significant increase in traffic using the existing access. Visibility from the access is satisfactory but due to its alignment, some vehicles turning in a westerly direction have to cross the centre line of the A61. The access should be improved to ease this manoeuvre. The applicant proposes to improve pedestrian facilities within the site but there is currently no formal footway connecting the site to the existing footways in Carlton Miniott.

4.3 Environmental Health Officer – No objection.

4.4 Yorkshire Water – No objections subject to conditions.

4.5 Lead Local Flood Authority – No objection subject to conditions. The submitted documents demonstrate a reasonable approach to the management of surface water on the site.

4.6 Public comments – Seven objections have been received, summarised below:

- Potential noise nuisance;
- Lack of public consultation from the developer;
- No evidence this level of tourist accommodation is needed;
- Tourists would be forced to travel by car to surrounding attractions due to unsustainable location;
- The development would increase travel movements rather than minimise the need to travel;
- Harm the surrounding environment;
- Harm to residential amenity;
- Loss of best and most versatile agricultural land;
- The validity of the submitted landscape assessment is questioned;
- The landscaping proposed to screen the development is out of keeping with the existing open landscape;
- It would take so long for the proposed landscaping to mature it would be ineffective;
- Light pollution;
- The existing access is not suitable for the potential increase in vehicle numbers;
- Traffic surveys are out of date and unsuitable;
- Lack of detail of proposed drainage strategy;
- The scale of proposed development is excessive in open countryside;
- The proposal may exacerbate flood risk in the area; and
- Lack of sustainable transport links.

5.0 Analysis

5.1 The first consideration is to determine whether, in principle, the proposed development accords with the planning strategy and policies for Hambleton, as set out in the Local Development Framework, particularly in respect of the site's location beyond the Development Limits of any settlement. Following that, it is necessary to consider the likely impact of the proposal in terms of

- (i) contribution to the rural economy;
- (ii) the loss of agricultural land;
- (iii) landscape impact;
- (iv) the character of the countryside;
- (v) residential amenity;
- (vi) design;
- (vii) access and highway safety;
- (viii) flood risk and drainage;
- (ix) ecology; and
- (x) Environmental Impact Assessment.

Principle of Development

- 5.2 The site is in a rural location where, under policies CP1 and CP2, development will not normally be supported unless an exceptional case can be made. Policy CP4 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”.
- 5.3 Objectors have suggested that the holiday accommodation is not needed nor has it been substantiated and that suitable accommodation exists in other parts of the district. Holiday lodges are invariably found in rural locations and the proposal would expand an already successful operation where the scope for growing the size and quality of the business is limited by the number of units and therefore the proposal is for a form of development that is considered to have an essential requirement for a rural location, and accords with the Local Development Framework policy in principle.
- 5.4 Policy CP4 allows for tourism development and does not provide any qualification to that by reference to the scale or type of development. These are matters which are more appropriately considered in relation to the policies covering the considerations outlined (i) to (vii) 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.
- 5.5 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 one of the district’s larger villages (Carlton Miniott, designated a Service Village in the Council’s Settlement Hierarchy) where there is a good range of services, and to a market town (Thirsk, designated a Service Centre in the Settlement Hierarchy). There are bus services connecting Carlton Miniott to Thirsk (services 70 and 153) and Thirsk railway station (on the East Coast Main Line) is at the eastern end of the village, approximately 3km away. Overall, and considering the likely extent of private car use by tourists, and potential for access for some purposes on foot and by cycle the site location is considered to be a sufficiently sustainable location to be an exception for tourism accommodation under CP1 and CP2.
- 5.6 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.
- 5.7 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 report adds that it is not possible to find a suitable site, regardless of its availability by

requiring the disaggregation of the current application proposals onto a site away from the existing business. Furthermore the existing site contains the all the necessary amenity and maintenance facilities that enables the site to function. Furthermore, an attraction of the development is the leisure facilities building and this needs to be on site within a short walk of the accommodation for the benefit of visitors to the facility. The application does not demonstrate a specific need for a site of this capacity, however the applicant has drawn attention to the economics of scale in providing the site, and operation of the leisure facilities building, bearing in mind the focus of the NPPF on economic growth, the large-scale proposal can be considered on its merits. The likely environmental impacts of the proposal are considered later.

- 5.8 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 achieve 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 technical considerations, identified in paragraph 5.1, are examined below.

Contribution to the Local Economy

- 5.9 Policy CP15 gives support to the expansion of existing businesses outside of service villages and service centres. The applicant has undertaken an audit of the expenditure of the business on goods, equipment and services. The applicant estimates that the proposed 80 lodges would increase the turnover of the business to approximately £7 million per annum, and would necessitate a significant increase in staff levels: the site currently employs 65 staff locally, and the applicant is estimates that the new development would bring this to 100 full time equivalent jobs. it is estimated that the expanded business will spend a total of £2,300,000 on goods and services, of which almost £2 million would be directed to local businesses in Hambleton District, and potentially up to £650,000 in Carlton Miniott. National and local planning policy provides clear guidance that significant weight should be placed on the need to support economic growth and as such the application proposals is afforded significant weight due to the support this would provide to the local economy. The uplift as a result would be considerable and on that basis it is considered that the development would comply with policy CP4's expectation that tourism development should help to support a sustainable rural economy.

Loss of Agricultural Land

- 5.10 The application proposal will result in the loss of agricultural land, the current LDF and the emerging local plan notes that best and most versatile (BMV) agricultural land (classed as grades 1, 2 and 3a) should be protected unless sufficient land of a lower grade (grades 3b, 4 and 5) are not available or the benefits of the development justify the loss of the loss of the BMV agricultural land.
- 5.11 The applicant notes that the agricultural land in the vicinity of the application site has not been graded by either MAFF or DEFRA, but it is considered that land in this area is generally of reasonable quality and it is entirely possible that the site contains some BMV land.

- 5.12 Where the development will result in the loss of BMV land paragraph 170 of NPPF notes that the loss must be weighed against any benefits of the proposal. The land in question is currently farmed for arable purposes, and as such has an economic benefit in terms of agriculture. There would however be a significant benefit to the local economy and employment through tourism as a result of the proposed development. It is considered that these benefits would far outweigh the potential for loss of BMV agricultural land. It must also be considered that the application is for the expansion of the existing site and is predicated on the necessity to be physically linked to the existing site and as such there is not the same opportunity to consider alternative sites that utilizes land of a lower agricultural quality, which would facilitate this proposal.
- 5.13 It is concluded that the loss of BMV land is acknowledged to be a factor that weighs against development. Notwithstanding this, it is considered that the economic and social (employment) benefits of the scheme identified above would outweigh the consequent loss of agricultural land.

Landscape Impact

- 5.14 A Landscape and Visual Impact Assessment (LVIA) has been prepared and submitted alongside the application. The LVIA identifies five key visual receptors from which some impacts may be visible. The LVIA also identifies that the site falls within the National Landscape Character Area 24 Vale of Mowbray and the Council's Landscape Character Assessment (May 2016) locates the site within Character Area 17: Thirsk Farmland.
- 5.15 The land is generally open and as such it is noted linear features such as pylons and large scale development are likely to be particularly conspicuous, however it goes further to explain that low lying development could be accommodated.
- 5.16 It is noted that the proposal is for single storey lodges which in themselves are generally low lying. The site topography is such that its gently rolling with some limited public vantage points.
- 5.17 The LVIA recommends a number of mitigation measures including: creation of a narrow bund along the northern edge of the area rising to a more substantial mound in the north east corner; woodland-type planting over the newly created bunds; significant hedge planting containing trees along the eastern and southern boundaries; informal groups of trees within the centre of the site to provide a landscape context for the new lodges for users in line with that already provided within the existing development. The LVIA concludes that these measures will minimise or reduce adverse impacts to as low as practicable levels. Existing hedgerow to the southern and western boundaries of the site are to be maintained.
- 5.18 It is also acknowledged that the significant landscaping proposals would not only provide a significant visual buffer to the built development but also have the added benefit of substantially enhancing the sites ecological value which is discussed further in the ecology section below.
- 5.19 The landscaping proposed would reflect the existing landscaping in the area, including that within and surrounding the site which effectively screens the fishing lakes and existing holiday accommodation. The proposed lodges are single storey

and would not therefore be of a scale detrimental to the surrounding area given the screening proposed. This element of the proposal would relate well to the existing uses and landform; its impact would therefore be minor.

- 5.20 The proposed landscaping scheme is consistent with the existing development on the site but also the landscape more widely in this location. While it may take some time for it to establish it is noted that the cabins being single storey and in muted colours would help reduce visual impact in the landscape. As identified in the submitted LVIA it is considered the proposal would not have a significant landscape impact, and as such is considered acceptable in this respect.

The Character of the Countryside

- 5.21 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.
- 5.22 Although the location is relatively well protected from general public view, the existing agricultural surroundings in this area are intrinsically quiet and tranquil in character and thus sensitive to development. With the proposed expansion the site would be large for this type of land use within Hambleton and it is necessary to take into consideration whether the extent of the use would itself be harmful to the character of the countryside, along with the activity it would generate.
- 5.23 The use of the units for holiday purposes would give rise to a higher level of associated activity, equivalent to some villages in terms of the numbers of occupiers, which would be unusual in agricultural surroundings. Despite this, the site benefits from good screening as noted above, and is in close proximity to substantial settlements, a railway station and major road links, the A1 being approximately 7km to the west and the A19 approximately 5.5km to the east. These changes would include outdoor recreational activity and traffic movements, however in this context the increased activity is not considered inappropriate, and is therefore considered to be compliant with Policy DP30.

Residential Amenity

- 5.24 Objections from neighbours refer to the potential of increased activity on the site to generate noise and nuisance issues. The closest residential properties to the site are a substantial distance from the proposed lodges (about 300m) which would be screened by landscaped bunds; given this distant relationship the Environmental Health Service has raised no concerns with regard to noise or the general amenities of the area. The increased use of the access on to the A61 (that is within 30m of neighbouring properties) is also considered but the proportion of traffic from the additional units relative to the traffic flow on the A61 is considered to be small and the impact would accordingly be also be small. It is therefore difficult to attribute weight to objections made in this respect.

Design

- 5.25 One of Hambleton's strategic planning objectives, set out in The Core Strategy Local Development Document (2007), is "To protect and enhance the historic heritage and the unique character and identity of the towns and villages by ensuring that new developments are appropriate in terms of scale and location in the context of settlement form and character."
- 5.26 Policies CP17 and DP32 require the highest quality of creative, innovative and sustainable design for buildings and landscaping that take account of local character and settings, promote local identity and distinctiveness and are appropriate in terms of use, movement, form and space.
- 5.27 The National Planning Policy Framework Planning supports this approach and states that planning permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.
- 5.28 The holiday lodges will be of a similar design to those already in situ at Woodland Lakes and the layout will follow a similar pattern along with similar landscaping. The presence of similar existing built development in the locality, means the proposals will be seen against the backdrop of the existing built development and will not appear as an incongruous development in this location.
- 5.29 The impact of the application proposals on the character of the landscape are considered above and concludes that the tree and hedge planting proposed means the magnitude of change will be small and the visual impact on landscape character will be negligible. It would not therefore have an adverse impact on the character of the countryside or the form and setting of Carlton Miniott.
- 5.30 There are no site features identified as warranting retention, the use of best and most versatile land is acknowledged and while the justification for this is elaborated on earlier in this report, it is noted that the proposed design ensures the development is close to the existing operations on the site and is not therefore unduly isolated and would not introduce a use that is out of keeping with the character of the area.
- 5.31 It is concluded that the design of the proposed cabins are sympathetic to the surrounding area and in combination with the proposed landscaping scheme will not detract from the character of the landscape.

Access and Highways Safety

- 5.32 The existing access into the site is to be utilised to serve the new development. Although wide at its junction with the A61, this narrows on entry to the site to a single track with passing places and includes a number of bends. A Transport Statement has been prepared and submitted with the proposal, which uses transport data to model the uplift in traffic likely to arise as a result of the proposal. The Statement concludes that the proposal will not have any impact on the operation of the local road network with regard to highway safety; the site is well located to encourage trips by walking and cycling to nearby facilities, utilising the existing footway network in Carlton Miniott. As such, and in the light of the guidance

of paragraph 109 of the NPPF, there are no justifiable transport reasons why the proposal should not be granted planning permission.

- 5.33 The Highway Authority has raised no objection to the proposed development but has requested conditions.

Flood Risk and Drainage

- 5.34 The application site is located in Flood Zone 1, identified as an area with the lowest probability of flooding. The site is therefore considered not to be at risk from flooding.
- 5.35 The proposal would only result in a minor increase in impermeable surfaces and as such, there would not be a significant increase to surface water run off or flood risk elsewhere.
- 5.36 A Flood risk assessment and drainage proposal has been carried out by Phil Reaney and submitted alongside the application. The Flooding and drainage submission confirms that foul water will be drained into the existing foul connections, which run to a mains sewer. Surface water will be drained via SUDS techniques with water being directed towards the ornamental ponds that will be created on the site with two no. each in the northern and southern areas of the site. The LLFA have reviewed the submitted information and raised no objection subject to conditions.

Ecology

- 5.37 An Ecological Impact Assessment (EclA) carried out by MAB ecology has been submitted in support of the application. The EclA identified that there are no statutory or non-statutory designated sites and no notable habitats within the 2km search radius. Furthermore, the sites ponds are highly populated with fish and as such are sub optimal (and therefore highly unlikely to contain) Great Crested Newts (GCN).
- 5.38 Given the sites use for agricultural purposes the species diversity and habitat is generally low, particularly due to past use of herbicides, inorganic fertilisers or local enrichment of the soil by grazing animals, and degradation through the plough.
- 5.39 The EclA recommends a number of enhancements and notes the net gain as a result of the native species landscaping improvements at the site. The enhancements proposed can be secured through use of condition.

Environmental Impact Assessment

- 5.40 Screening has been undertaken of the proposal under the EIA Regulations. The development falls with the threshold of Schedule 2 development. The site is considered not to be in a sensitive area however it is considered that the development would not be likely to have significant effects on the environment in the terms of the EIA Regulation and as such an Environmental Statement is not required.

Planning balance

- 5.41 The scheme provides an opportunity to increase the capacity of tourist accommodation in the district and provide a substantial increase in the number of jobs created by the development. Whilst there is some harm caused through the loss of some “Best and Most Versatile” agricultural land this harm is to be weighed against other social, economic and environmental factors including the potential to increase the bio-diversity of the site by the landscape planting that is proposed to accompany the proposed holiday units. Consideration has been given to all the views expressed as summarised above and where required control measures are provided in the conditions that follow. The development is considered to be in general accord with the Local Development Framework policies and is sustainable development capable of support.

6.0 Recommendation

- 6.1 That subject to any outstanding consultations permission is **GRANTED** subject to the following conditions:
1. The development hereby permitted shall be begun within three years of the date of this permission.
 2. The permission hereby granted shall not be undertaken other than in complete accordance with the drawing(s) numbered 3900-pd-01 site layout phase 3 northern; 3900-pd-02 site layout phase 3 southern; 3900-pd-03 composite layout phase 3; 3900-pd-04 location plan; 3900-pd-10 hotel suite 1 bed; 3900-pd-11 hotel suite with annex 1 bed; 3900-pd-12 amethyst 2 bed; 3900-pd-13 lilac 3 bed; and 3900-pd-14 lilac 4 bed received by Hambleton District Council on 24th March 2021 unless otherwise approved in writing by the Local Planning Authority.
 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. The development must not be brought into use until the access to the site has been set out and constructed in accordance with the following requirements:
 - The existing access to the site on the A61 Carlton Road must be improved by provision of a 6 metre kerbed radius on its north western side and be constructed in accordance with Standard Detail number A1.
 5. The following scheme of off-site highway mitigation measures must be completed as indicated below:
 - Provision of a footway on the A61 to link Coney Garth Lane to the existing footway network in Carlton Miniott to the east of the site. The footway is to be provided prior to the development being brought into use.

For each scheme of off-site highway mitigation, except for investigative works, no excavation or other groundworks or the depositing of material on site in connection with the construction of any scheme of off-site highway mitigation or any structure or apparatus which will lie beneath that scheme must take place, until full detailed engineering drawings of all aspects of that scheme including any structures which affect or form part of the scheme have been submitted to and approved in writing by the Local Planning Authority.

A programme for the delivery of that scheme and its interaction with delivery of the other identified schemes must be submitted to and approved in writing by the Local Planning Authority prior to construction works commencing on site.

Each item of the off-site highway works must be completed in accordance with the approved engineering details and programme.

6. No part of the development must be brought into use until the widening of Coney Garth Lane and footpath adjacent to Coney Garth Lane have been constructed in accordance with the approved drawing reference 3900-PD-01. Once created these areas must be maintained clear of any obstruction and retained for their intended purpose at all times.
7. No part of the development must be brought into use until the parking, manoeuvring and turning areas for all users have been constructed in accordance with the approved drawings reference 3900-PD-01 and 3900-PD-02. Once created these areas must be maintained clear of any obstruction and retained for their intended purpose at all times.
8. Development shall not commence until a scheme detailing foul and surface water drainage has been submitted to and approved in writing by the Local Planning Authority. 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 (or any subsequent update or replacement for that document). The scheme shall detail phasing of the development and phasing of drainage provision, where appropriate. Principles of sustainable urban drainage shall be employed wherever possible. The works shall be implemented in accordance with the approved phasing. No part or phase of the development shall be brought into use until the drainage works approved for that part or phase has been completed. Note that further restrictions on surface water management may be imposed by Yorkshire Water and the Local Planning Authority.
9. Development shall not commence until a scheme restricting the rate of development surface water flow runoff from the site has been submitted to and approved in writing by the Local Planning Authority. The flowrate from the site shall be restricted to a maximum flowrate of 5 litres per second for up to the 1 in 100 year event. A 30% allowance shall be included for climate change effects and a further 10% for urban creep for the lifetime of the development. Storage shall be provided to accommodate the minimum 1 in 100 year plus climate change critical storm event. The scheme shall include a detailed maintenance and management regime for the storage facility. No part of the development shall be brought into use until the development flow restriction works comprising the approved scheme has been

completed. The approved maintenance and management scheme shall be implemented throughout the lifetime of the development.

10. No development shall take place until a suitable maintenance of the proposed SuDS drainage scheme arrangement has been demonstrated to the local planning authority. Details with regard to the maintenance and management of the approved scheme to include; drawings showing any surface water assets to be vested with the statutory undertaker/highway authority and subsequently maintained at their expense, and/or any other arrangements to secure the operation of the approved drainage scheme/sustainable urban drainage systems throughout the lifetime of the development.
11. 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 part of the development shall be used after the end of the first planting and seeding seasons following the approval of the landscaping scheme, unless the approved scheme has been completed. 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.
12. The development shall be carried out in complete accordance with the mitigation strategy, as described in the MAB Environment and Ecology Ltd Ecological Impact Assessment dated 19th February 2021.

A Biodiversity management plan shall be submitted and approved by the LPA prior to the first use of any lodge within the site area.

13. No external lighting shall be installed other than in complete accordance the external lighting plan by RELUX ref: 'Woodland Lakes Holiday Homes' dated 03.03.2021 or subsequent scheme submitted to and approved in writing by the Local Planning Authority.
14. No development for any phase of the development shall take place until a Construction Method Statement for that phase has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period for the phase. The statement shall provide for the following in respect of the phase:
 - (a) the parking of vehicles of site operatives and visitors;
 - (b) loading and unloading of plant and materials;
 - (c) storage of plant and materials used in constructing the development;
 - (d) erection and maintenance of security hoarding including decorative displays and facilities for public viewing where appropriate;
 - (e) wheel washing facilities;
 - (f) measures to control the emission of dust and dirt during construction;
 - (g) a scheme for recycling/disposing of waste resulting from demolition and construction works; and
 - (h) HGV routing.
15. Prior to commencement of development a topographic survey and 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.

16. The site shall not accommodate any more than 80no. static caravans on the land.

17. The development must comply with the following requirements that:

- (i) the caravans are occupied for holiday purposes only;
- (ii) the caravans shall not be occupied as a person's sole, or main place of residence;
- (iii) the owners/operators shall maintain an up-to-date register of the names of all owners/occupiers of individual caravans on the site, and of their main home addresses.

The owner/operator shall advise the Local Planning Authority of the name and address of the holder of the records and shall make the information on the register available at all reasonable times to the Local Planning Authority.

The reasons are:

1. To ensure compliance with Sections 91 and 92 of the Town and Country Planning Act 1990 and where appropriate as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
2. In order that the development is undertaken in a form that is appropriate to the character and appearance of its surroundings and in accordance with the Development Plan Policies CP1, CP2, CP3, CP4, CP15, CP16 and 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 and DP32.
4. To ensure a satisfactory means of access to the site from the public highway in the interests of highway safety and the convenience of all highway users.
5. To ensure that the design is appropriate in the interests of the safety and convenience of highway users.
6. To provide for appropriate facilities in the interests of highway safety and the general amenity of the development.
7. To provide for appropriate on-site vehicle facilities in the interests of highway safety and the general amenity of the development.
8. To ensure the provision of adequate and sustainable means of drainage in the interests of amenity and flood risk.
9. To mitigate additional flood impact from the development proposals and ensure that flood risk is not increased elsewhere.

10. To prevent the increased risk of flooding and to ensure the future maintenance of the sustainable drainage system.
11. In order to soften the visual appearance of the development and provide any appropriate screening to adjoining properties.
12. To ensure that the proposed development will not significantly impact on protected species in accordance with Local Development Framework Policies CP16 and DP31.
13. In order that the Local Planning Authority can consider the impact of the proposed lighting scheme and avoid environmental pollution in accordance with LDF Policies.
14. In accordance with policy DP3 and to avoid conflict with vulnerable road users.
15. To protect the visual amenity and the open countryside in accordance with Policies CP1, DP1, CP17 and DP32 of the Hambleton Local Development Framework.
16. In order that the Local Planning Authority can control the intensity of the use of the site to ensure that the use does not exceed the capacity of the environment to cope with the demands placed upon it in accordance with the Local Development Framework Policies noted above.
17. 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 CP4, CP15 and DP25.

Informatives

1. This planning permission is liable to the Community Infrastructure Levy adopted by Hambleton District Council on 7th April 2015.
2. 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. This will be granted subject to certain conditions being met. Environmental Health Technical support will write to the applicant further, providing the necessary details.
3. Notwithstanding any valid planning permission for works to amend the existing highway, you are advised that a separate licence will be required from North Yorkshire County Council as the Local Highway Authority in order to allow any works in the existing public highway to be carried out. The Local Highway Authority will also be pleased to provide the detailed constructional specifications referred to in this condition.
4.
 - i) There is a Public Right of Way or a 'claimed' Public Right of Way within or adjoining the application site boundary
 - ii) If the proposed development will physically affect a Public Right of Way permanently in any way an application to the Local Planning Authority for a Diversion Order will need to be made under S.257 of the Town and Country Planning Act 1990.

- iii) If the proposed development will physically affect a Public Right of Way temporarily during the period of development works only, an application to the Highway Authority for a Temporary Closure Order is required
- iv) The existing Public Right(s) of Way on the site must be protected and kept clear of any obstruction until such time as an alternative route has been provided by either a temporary or permanent Order.
- v) It is an offence to obstruct a Public Right of Way and enforcement action can be taken by the Highway Authority to remove any obstruction.
- vi) If there is a “claimed” Public Right of Way within or adjoining the application site boundary, the route is the subject of a formal application and should be regarded in the same way as a Public Right of Way until such time as the application is resolved.
- vii) Where public access is to be retained during the development period, it shall be kept free from obstruction and all persons working on the development site must be made aware that a Public Right of Way exists, and must have regard for the safety of Public Rights of Way users at all times. Applicants should contact the County Council’s Countryside Access Service at County Hall, Northallerton via CATO@northyorks.gov.uk to obtain up-to-date information regarding the exact route of the way and to discuss any proposals for altering the route.