

PLANNING COMMITTEE MEETING AGENDA

Monday 16 March 2015

CONTENTS

APPLICATIONS TO BE CONSIDERED BY THE COMMITTEE

WARD AND APPLICATION No.	PROPOSED DEVELOPMENT AND SITE ADDRESS	REPORT AT PAGE No.
<i>WEST CRAVEN 17/2015/15386</i>	<i>CONSTRUCTION OF BUNGALOW, GARAGE AND HARDSTANDING (RESUBMISSION OF WITHDRAWN APPLICATION REFERENCED 17/2014/15327) IVY COTTAGE FARM, CARLA BECK LANE, CARLETON. APPLICANT NAME: MR STEVE HALL TARGET DECISION DATE: 16/03/2015 CASE OFFICER: Andrea Muscroft</i>	2 – 8
<i>SKIPTON NORTH 63/2014/15162</i>	<i>APPLICATION FOR REMOVAL OF CONDITION NO. 23 OF PLANNING PERMISSION 63/2013/13748 LAND BOUNDED BY A65 WHITE HILLS LANE AND RAIKES ROAD, SKIPTON. APPLICANT NAME: R N WOOLER AND CO TARGET DECISION DATE: 23/01/2015 CASE OFFICER: Neville Watson</i>	9 - 17
<i>SKIPTON EAST 63/2014/15306</i>	<i>APPLICATION TO VARY CONDITION NO. 2 OF PLANNING CONSENT REF. 63/2013/13350 BY SUBSTITUTING REVISED HOUSE TYPES FOR THOSE APPROVED ON PLOTS 1-3, 59-61 AND 100-103 ELSEY CROFT, NORTH OF MOORVIEW WAY, SKIPTON . APPLICANT NAME: SKIPTON PROPERTIES LTD TARGET DECISION DATE: 13/04/2015 CASE OFFICER: Neville Watson</i>	18 – 23

WARD AND**APPLICATION No.****PROPOSED DEVELOPMENT AND SITE ADDRESS**

*WEST CRAVEN
17/2015/15386*

*CONSTRUCTION OF BUNGALOW, GARAGE AND HARDSTANDING
(RESUBMISSION OF WITHDRAWN APPLICATION REFERENCED
17/2014/15327)*

IVY COTTAGE FARM, CARLA BECK LANE, CARLETON.

APPLICANT NAME: MR STEVE HALL
TARGET DECISION DATE: 16/03/2015
CASE OFFICER: Andrea Muscroft

This application is being referred to Planning Committee because it has been advertised as a departure from the development plan as required by the Town and Country Planning (Development Management Procedure) Order 2010.

1. Site Description

- 1.1 The application site relates to a parcel of land to the rear of Ivy Cottage a traditional stone built detached house (a former farm house) located on the south-eastern outskirts of Carleton village, fronting Main Street, and forming part of a small group of residential properties on the site of the original farm. The property is flanked by a modern bungalow (Meadow View) immediately to the west.
- 1.2 Steps lead up to land located to the south which is partially used as a garden area with sections partitioned off to house chickens. The land backs onto agricultural fields.
- 1.3 The parcel of land is located outside but adjoins the recognised development limits of the village of Carleton. In addition, the site is partially within the designated conservation area of Gargrave.

2. Proposal

- 2.1 The proposal seeks permission for the construction of a two bedroom detached bungalow with detached double garage providing a dining/kitchen area, living room, bathroom and two bedrooms with patio area located to the southwest.
- 2.2 Details submitted state that existing boundary treatments would be retained.
- 2.3 Access to the site would be via a shared access with Newlands, Glenholme and Ivy Cottage Farm off Carla Beck Lane.
- 2.4 The dwelling would be constructed from natural stone under an Art stone slate roof with timber windows and doors.

3. Planning History

- 3.1 The Planning History below sets out applications for extensions and alterations to Ivy Cottage.
- 3.2 5/17/4 – Alterations, improvements and extension (by conversion of attached buildings) – Approved August 1974.
- 3.3 5/17/121/A – Conversion of barn to form extension of dwelling – Approved June 1989.
- 3.4 17/2006/6272 – Demolition of rendered block outbuilding and erection of two – storey extension to south elevation of property – Approved June 2006.
- 3.5 17/2006/6490 – Single storey extension on east elevation – Approved August 2006.

- 3.6 17/2008/8774 – Change of use of part of property to form Bed & Breakfast – Approved October 2008.
- 3.7 17/2011/12183 – Demolition of existing side extension. Construction of new extension to create self-contained holiday/Granny annexe. Formation of new parking lay by off Main Street - Approved January 2012.
- 3.8 17/2014/14228 – Conservatory – Approved April 2014
- 3.9 17/2014/15327 - Construction of detached 3 bedroom two storey dwelling with detached double garage and an area of hardstanding – Withdrawn January 2015.

4. Planning Policy Background

- 4.1 Saved Policies ENV1, ENV2, and T2 of the Craven District (outside the Yorkshire Dales National Park) Local Plan and guidance contained within Appendix F.
- 4.2 The National Planning Policy Framework – NPPF.
- 4.3 Planning Practice Guidance – PPG.
- 4.4 PPS5: Planning for the Historic Environment Practice Guide.

5. Parish/Town Council Comments

- 5.1 Carleton Parish Council:- Consider that the axis of the proposed dwelling should be parallel to that of Ivy Cottage Farm Buildings to reduce the potential of overlooking between the application site and Glenholme.

6. Consultations

- 6.1 NYCC Highways Authority:- No objection to the proposal subject to the use of appropriate conditions requiring the retention of parking spaces.

7. Representations

- 7.1 Two letters of representation have been received expressing the following concerns:-

7.2 **Visual issues.**

- Loss of green belt land.
- The proposal would result in overdevelopment of this site.
- Given the land levels the building would be in an elevated position and thus would appear to be considerably higher than adjacent dwellings.
- Garage would appear overbearing due to differences in land levels.

7.3 **Amenity issues.**

- Concern that the proposal would result in a loss of privacy.

7.4 **Highway issues.**

- Proposal would exceed the legal allowed limit in terms of cars and thus would set a dangerous precedent which would have an impact on highway safety as vehicles access and exit the site.

7.5 **Other issues.**

- Concern the proposal would exacerbate an existing flooding issue.
- Concern that the proposed gate to the proposal would block my right of way.
- Proposal may devalue my property.

8. Summary of Principal Planning Issues

- 8.1 Principle of development.
- 8.2 Visual Impact of development.

8.3 Impact of development on the amenity of neighbouring properties.

8.4 Highway Issues.

8.5 Other Issues.

9. Analysis

1. Principle of development.

9.1 In terms of saved Local Plan Policies, Policy ENV1 is of relevance. ENV1 is supportive of small scale development subject to meeting the criteria set out in the LP Policy. The aim of this policy is to manage change and development pressures within the countryside, in order to protect it from inappropriate development and as such is considered to be broadly in line with the aims of the NPPF.

9.2 Policy ENV1 also identifies development limit boundaries. This site is just outside the development limit boundaries and the site is therefore classed as open countryside by Saved Local Plan. In such a location new residential development would ordinarily be resisted (unless justified as being necessary for a use such as by an agricultural worker for example). However given the age of Saved Local Plan policies and the existence of more up-to-date planning policy within the NPPF the weight that can be given to the development limit boundaries is now extremely limited.

9.3 The main thrust of the NPPF is an overarching presumption in favour of sustainable development and identifies three dimensions to sustainable development; economic, social and environmental. The document advises that these roles should not be undertaken in isolation, because they are mutually dependent; and states economic, social and environmental gains should be sought jointly and simultaneously.

9.4 The NPPF also enforces the Governments expectation that LPA's should deal promptly and favourably with applications that comply with up to date plans and that where plans are out of date, there will be a strong presumption in favour of sustainable development that accords with national planning policies. Paragraph 14 also advises approving development proposals without delay, except where any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies within the NPPF taken as a whole; or specific policies in the NPPF indicating development should be restricted.

9.5 It is acknowledged that gardens fall outside of the NPPFs definition of previously developed land. However, the NPPF does not preclude the development of such land subject to other policy considerations. In this instance it is accepted that the application site would comprise of a small infill site boarded by residential development to the east, north and west of the site and has good connections to education, community and other nearby facilities including existing public transport links to Skipton and Keighley. Consequently it is considered that the proposal accords with the aims of national planning policy in terms of being located within a sustainable location and it is therefore considered that the proposal meets the aims of the NPPF and should be supported in principle.

9.6 Saved Policy ENV2 is also applicable as the policy seeks to ensure that any development acceptable in principle outside of development limits is compatible with the character of the area without any serious harmful impact. The policy includes several detailed criteria that are addressed in the body of the following report.

2. Visual Impact of development.

9.7 Saved Policy ENV2 states that development should only be permitted where it is compatible with the character of the surrounding area and does not have an unacceptable impact on the surrounding area. The design of structures should also

relate well to the setting taking into account the immediate impact and public views of the development.

- 9.8 Paragraph 56 of the NPPF also identifies the importance of good design, and states that development should function well and add to the overall quality of the area whilst also responding to the local character.
- 9.9 Also relevant to the current application is Section 11 'Conserving and enhancing the natural environment' and Section 12, 'Conserving and enhancing the historic environment' that requires consideration of the impact of development on the significance of designated heritage assets.
- 9.10 The application relates to the rear garden area of Ivy Cottage located in the designated conservation area of Carleton. The proposal is to construct a two bedroom bungalow with detached double garage and turning area.
- 9.11 The surrounding area is a mixture of traditional and modern detached, terrace and semi-detached dwellings, which are predominantly two storeys, however, to the east of the site are some modern detached bungalows.
- 9.12 It is acknowledged that the proposal would depart from the general linear pattern of development in the area, but the dwelling would be seen in the context of the adjacent bungalows that are located to the east of the site. It would also utilise the existing vehicular access and would achieve an appropriate visual relationship with the adjacent dwellings given their similar design. Furthermore, the dwellings modest scale and mass would ensure that the dwelling would not appear prominent when viewed from the street or from wider public views to the south.
- 9.13 The use of high quality materials would also ensure that the proposed dwelling assimilates well with the character and appearance of the adjacent dwellings and surrounding conservation area.
- 9.14 It is acknowledged that the site benefits from partial screening as a result of the surrounding properties. However, notwithstanding this, the proposed dwelling would be visible from certain public and private vantage points, including rooms within Spences Court to the north east. Nevertheless, it is considered that the vast majority of views would be restricted to some extent and any sight of the dwelling, from the highway network, would be glimpsed. It is therefore considered that the proposal would not result in any visual harm to the surrounding conservation area or existing street scene. Premises some distance to the east of the application site are listed buildings. The development does not have any unacceptable impact on the setting of these buildings.
- 9.15 It is therefore considered that the proposed dwelling in terms of its scale, design, appearance and use of appropriate materials would not result in any visual harm to the character and appearance of the surrounding area and as such would not conflict with Saved Policy ENV2, the NPPF or guidance contained within PPS5 Practice Guidance.

3. Impact of development on the amenity of neighbouring properties.

- 9.16 Located approximately 10m to the west of the site is Meadow View a detached bungalow. Running along the western boundary between the application site and Meadow View is a 2.5m Leylandi hedge. It is understood that this hedge is in joint ownership with the applicant and the owners of Meadow View and therefore both parties have control over the level of screening provided. Given the existence of the natural screening and the orientation of the proposed dwelling it is considered that the proposal would not have a detrimental impact on the occupiers of this property. Should the leylandi hedge be removed in the future it would be possible for either occupier to provide replacement screening should they wish to do so.
- 9.17 The next nearest dwelling is Newlands located approximately 19m to the south east of the proposed dwelling with the detached garage located approximately 6m from this property. It is noted that due to the topography of the land that the

proposed dwelling would be in a slightly elevated position. However, given the scale of the proposed dwelling and associated detached garage, combined with the separation distance and that Newlands is located further south than the proposed dwelling would not result in any unacceptable loss of privacy. Similarly, due to the location of the proposed dwelling it is not considered that there would be any loss of natural/sunlight to the habitable rooms or amenity areas of this property.

- 9.18 With regards to the proposals impact on the occupiers of Glenholme, it is acknowledged that due to the orientation of the proposed dwelling, the proposed living room, main entrance opening, kitchen and dining room window would face northeast towards Glenholme. However, there would be a separation distance in excess of 21m between the proposed dwelling and Glenholme. Furthermore, when combined with the changes in topography, the retention of existing screening (fencing/hedging) along the eastern boundary, the orientation of these buildings and the high level of mutual overlooking that already exists it is not considered that the proposal would result in any unacceptable loss of privacy to warrant a refusal. Similarly, the proposal would not result in any loss of natural light to the habitable room or amenity area of this property.
- 9.19 It is acknowledged that the proposal would result in the partial loss of garden area to Ivy Cottage. However, it is considered that there is ample amenity space remaining with the partitioned off garden area and patio area located to the rear of Ivy Cottage to ensure that the proposal would not have a negative impact on the current or future occupiers of this property. Other recent planning decisions for extension to Ivy Cottage have been taken into account.
- 9.20 **4. Highway Issues.**
- 9.21 Saved Policy T2 is supportive of development provided that it is appropriately related to the highway network and in particular; would not generate volumes of traffic in excess of the capacity of the highway network; would not lead to the formation of a new access or greater use of an existing access onto a primary, district or local distributor road unless the access is such that it is acceptable to the Council and its design achieves a high standard of safety; and has full regard to the highway impact on, and potential for improvement to the surrounding landscape.
- 9.22 Submitted details state that there would be no changes proposed to the existing access/exit onto Carla Beck Lane or to the current parking arrangements of Ivy Cottage Farm. Similarly, the proposal would not result in any loss of parking for the occupiers of the adjacent dwellings. Consequently, the proposal would not result in any increase in on-street parking or lead to the formation of a new vehicle access onto a primary road. It is acknowledged that the proposal would result in an increase in vehicle traffic; however, it is not considered that the increase in traffic would result in conditions contrary to highway safety. NYCC Highways have been consulted and have not objected to the proposal on highway safety grounds.
- 9.23 Therefore, it is considered that the proposal is not contrary to Saved Policy T2 or the aims of the NPPF.
- 9.24 **5. Other Issues.**
- 9.25 Objections raised by local residents concerning flooding issues, relates to a drainage system installed on land located outside of the application site. Furthermore, the site is not located in any Flood Zone Area as identified by the Environment Agency. It is therefore considered that this concern is not justification to withhold planning permission.
- 9.26 With regards to concerns expressed over property values this is not a material planning consideration.

9.27 With regards to concerns expressed that the proposal would impede the right of access of adjacent residents this is a private matter between affected individuals and not a material planning consideration.

10. Recommendation

10.1 To recommend planning permission subject to the following conditions.

11 Conditions

1. The development hereby permitted shall not be begun later than the expiration of three years beginning with the date of this permission.

Reason: To ensure compliance with section 91 of the Town and Country Planning Act 1990.

2. The development hereby permitted shall be carried out wholly in accordance with the following plans 2559A received by the Local Planning Authority on 9th January 2015. The development hereby approved shall be completed in accordance with the approved plans except where conditions attached to this planning permission indicate otherwise or where alternative details have been subsequently approved following an application for a non-material amendment.

Reason: To specify the approved plans for the avoidance of doubt.

3. Prior to the first use of the building materials on site samples/details of all materials to be used in the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The details as approved shall be implemented in full and retained thereafter.

Reason: In the interest of visual amenity.

4. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) 1995 (or any order revoking or re-enacting that Order with or without modification) no development consisting of the enlargement, improvement or other alteration of the dwelling house nor the erection of any garages or ancillary buildings, nor the erection of walls or fences, shall be carried out without the prior written permission of the Local Planning Authority.

Reason: The development is of a restricted size and as such any future development may have an un-neighbourly and detrimental impact on the occupiers of nearby property.

5. Prior to the commencement of development details of proposed ground levels, proposed floor levels of the dwelling, garage, drive, and parking area within the development site shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be completed strictly in accordance with the approved plans.

Reason: To ensure that the works are carried out at suitable levels in relation to adjoining properties and in the interests of the character of the area.

6. All external faces of windows and doors shall receive reveals of at least 100mm deep from the external face of the walls.

Reason: To ensure the development is of good appearance in the interest of visual amenity.

7. All new windows and doors shall be of timber constructed and shall be retained as such.

Reason: To ensure the development is of good appearance in the interests of visual amenity.

8. No barge boards, fascia boards or soffit boards shall be used in the carryout of the development hereby approved.

Reason: To ensure the development is of good appearance in the interests of visual amenity.

9. Notwithstanding the provision of any Town and Country Planning General Permitted or Special Development Order for the time being in force, the areas shown on 2559A for parking spaces, turning areas and access shall be kept available for their intended purposes at all times.

Reason: In accordance with policy T2 and to ensure these areas are kept available for their intended use in the interests of highway safety and the general amenity of the development.

10. Before any equipment, machinery or materials are brought on to the site for the purposes of the development, the erection of fencing for the protection of the hedgerows on the eastern and western boundaries of the site shall be undertaken, in accordance with details that have previously been submitted to and approved in writing by the Local Planning Authority. The fencing shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of Craven District Council.

Reason: In the interests of the amenity of the area and the amenities of neighbouring residents.

Informative.

With regard to condition no. 3, 5 & 10 above please note that it will be necessary to submit a formal application to discharge the condition. Any samples of materials that require approval should be made available for inspection either on the site or another suitable location and not brought to or delivered to the Council Offices unless specific arrangements to do so have been made with the relevant planning case officer.

Statement of Positive Engagement: -

In dealing with this application Craven District Council has sought to approach the decision making process in a positive way, in accordance with the requirements of paragraphs 186 and 187 of the NPPF. In particular the Council has: -

- engaged in pre-application discussions
- requested amended design approaches

WARD AND**APPLICATION No.****PROPOSED DEVELOPMENT AND SITE ADDRESS****SKIPTON NORTH
63/2014/15162****APPLICATION FOR REMOVAL OF CONDITION NO. 23 OF PLANNING
PERMISSION 63/2013/13748****LAND BOUNDED BY A65 WHITE HILLS LANE AND RAIKES ROAD,
SKIPTON.****APPLICANT NAME: R N WOOLER AND CO****TARGET DECISION DATE: 23/01/2015****CASE OFFICER: Neville Watson**

The application is referred to Planning Committee as the condition the applicant is seeking to remove was imposed by the Planning Committee.

1. Site Description

- 1.1 The application site comprises a triangular shaped plot of land 2.45 hectares in area, situated on the northern edge of the present built-up area of Skipton, some 2km from the town centre. The site is predominantly grassland pasture and is bounded by Raikes Road to the east, White Hills Lane to the southwest, and the A65 Northern By-pass to the north.

2. Proposal

- 2.1 The application seeks the removal of condition 23 of outline permission ref. 63/2013/13748 for residential development on the site that was imposed by the Planning Committee and stated

"23. The development shall not begin until a scheme for the provision to meet the need for additional education facilities of as part of the development has been submitted to and approved in writing by the local planning authority. The education provision shall be made in accordance with the approved scheme.

Reason: A contribution towards education is needed to accommodate the additional pressure on facilities that arise from occupation of the development"

- 2.2 It is envisaged that this scheme would be in the form of a Section 106 Agreement proposing the payment of commuted sums.

3. Planning History

- 3.1 Of direct relevance:-

- 3.2 63/2013/13748. Outline Application for Residential Development (including means of access). Approved 7 October 2013.

- 3.3 63/2014/14688. Reserved matters application for residential development Approved 23 September 2014.

- 3.4 63/2014/15250. Application to vary condition 1 of reserved matters planning consent ref. 63/2014/14688. Revised layout approved by Planning Committee on 16 February 2015.

4. Planning Policy Background

- 4.1 NPPF, nPPG

5. Parish/Town Council Comments

- 5.1 Skipton Town Council. No objection

6. Consultations

- 6.1 NYCC Education (Summary of advice)

- 6.2 The assessment of need for developer contributions provided in June 2014 is based on the number of pupils on roll at January 2014 at Skipton Water Street Community Primary School. There were 222 pupils on roll at this time and based on these numbers a shortfall of 66 pupil places is forecast in the academic year 2019/20. As there is forecast to be an existing shortfall of places, the 11 additional pupils generated by the housing development would need to be accommodated by 11 new school places at the school so the primary education contribution is calculated on 11 places.
- 6.3 Rural Solutions' letter of 23 October 2014 refers to there being 243 places available at Water Street Community Primary School of which only 222 places are taken. The assessment of need uses a capacity figure of 210 places rather than 243 in as this is based on the latest information on the school's net capacity assessment. Regardless of which of the two net capacity figures is used however, there will still be 276 pupils forecast to be on roll in 2018/19 and an existing shortfall of places. The assessment of need is based on the projected capacity in 2018/19, an accepted method of calculation
- 6.4 The proposed development at land bounded by the A65, White Hills Lane and Raikes Road, Skipton is wholly within the catchment area for Skipton Water Street Primary School. The expectation of the local authority and of parents living in that development will be that children will be able to secure a place at that school if they want one. There is forecast to be no surplus capacity at Skipton Water Street Primary School in 2018/19 to absorb the pupil yield from this development and on this basis we would expect a full contribution towards the provision of additional places.
- 6.5 In summary, the assessment of need produced in June 2014 is still relevant, there is projected to be a shortfall in capacity at the catchment area school for the development, so the assessment is relevant to the development, and the contribution requested is reasonable.
7. Representations
- 7.1 One objection has been received questioning the capacity of Water Street School.
Officer note. NYCC have previously advised that pupil numbers are revised on a termly basis which may result in the commuted sums requested increasing or decreasing.
8. Summary of Principal Planning Issues
- 8.1 Justification for commuted sum payments for education provision.
9. Analysis
- 9.1 The advice of NYCC Education is set out in Section 6 of this report. They have previously advised that the proposed development would generate an anticipated need for 11 additional school places with a developer contribution of £149,566.
- 9.2 The applicant's submission is that they consider this request to be unreasonable as a requirement for planning permission.
- 9.3 The NPPF at paragraph 206 sets out the "tests" that conditions must comply with:-
Planning conditions should only be imposed where they are
- Necessary
 - Relevant to planning and to the development to be permitted
 - Enforceable
 - Precise
 - Reasonable in all other respects

9.4 The County Council have set out a case why a contribution towards education provision would be beneficial. Planning Officers do not dispute the need for school places. However, what is lacking is a planning policy justification to require the developer make a contribution to school place provision in the town.

9.5 In this case the site falls within the main town within the District where the level of infrastructure and supply of school places would be expected to meet cumulative future development needs. In the absence of any planning policy to justify the contribution requested by the education authority it is concluded that it would not be possible to sustain a case for the requested level of contribution. It is therefore considered that although the drafting of the condition may satisfy the precision test it is not considered to be necessary; relevant to planning and the development permitted; enforceable and reasonable in all other respects. The condition therefore conflicts with the guidance in the NPPF.

10. Recommendation

10.1 That the application be approved subject to the conditions on the outline permission without condition 23 requiring a scheme for commuted sums for education facilities.

11 Conditions

1. No development shall take place without the prior written approval of the Local Planning Authority of all details of the following reserved matters:-

- (a) appearance;
- (b) landscaping;
- (c) layout; and
- (d) scale

Thereafter the development shall not be carried out otherwise than in strict accordance with the approved details.

Reason: To ensure compliance with section 51 of the Planning and Compulsory Purchase Act 2004 and to safeguard the rights of control by the Local Planning Authority in respect of the reserved matters.

2. An application for the approval of the reserved matters shall be made to the local planning authority before 30 September 2015.

3. The development hereby permitted shall be begun not later than 2 years from the date of approval of the last of the reserved matters to be approved.

Reason (for 2 & 3): To comply with the requirements of Section 92 of the Town & Country Planning Act 1990.

4. The details submitted in accordance with condition 1 shall include all building facing materials and finishes; surface material finishes for the highways, footpaths, private drives and all other hard surfaces; screen walls, fences and other means of enclosure; existing and proposed ground levels, proposed finished floor levels and building heights. The submitted reserved matters shall accord with the parameters and objectives laid out in the Design and Access Statement dated June 2013 and accompanying the planning application. The development shall be carried out in accordance with the approved details.

Reason: To ensure the delivery of sustainable development and facilitate community involvement and informed decision making as explained in the National Planning Policy Framework.

5. A detailed scheme for landscaping, including the planting of trees and/or shrubs shall be submitted to the Local Planning Authority as part of the submission of reserved matters; such scheme shall specify types and species, a programme of

planting and the timing of implementation of the scheme, including any earthworks required.

Reason: To safeguard the rights of control by the Local Planning Authority in these respects and in the interests of amenity.

6. The plans and particulars submitted in accordance with condition 5 above shall include:

(a) a plan showing the location of, and allocating a reference number to, each existing tree on the site which has a stem with a diameter, measured over the bark at a point 1.5 metres above ground level, exceeding 75mm, showing which trees are to be retained and the crown spread of each retained tree;

(b) details of the species, diameter (measured in accordance with paragraph (a) above), and the approximate height, and an assessment of the general state of health and stability, of each retained tree and to which paragraphs (c) and (d) below apply;

(c) details of any proposed topping or lopping of any retained tree;

(d) details of any proposed alterations in existing ground levels, and of the position of any proposed excavation, within the crown spread of any retained tree or of any tree on land adjacent to the site;

In this condition "retained tree" means an existing tree which is to be retained in accordance with the plan referred to in paragraph (a) above.

Reason: To safeguard the rights of control by the Local Planning Authority in these respects and in the interests of amenity.

7. Before any equipment, machinery or materials are brought on to the site for the purposes of the development, the erection of fencing for the protection of the retained trees and hedgerows shall be undertaken. The fencing shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of Craven District Council.

[Informative: The fencing in relation to condition 7 should be erected in accordance with BS5837:2012 'Trees in Relation to Construction'. The fencing should be sufficiently strong to withstand impacts likely to be caused during any building operations undertaken in the vicinity. The recommendations BS5837:2012 should be consulted and employed. Standards indicate that the minimum recommended for fencing erected is to be at least 2.3m in height, comprising a vertical and horizontal framework of scaffolding, well braced to resist impacts, supporting either herras fencing or chain link in accordance with the plan on page 13 figure 2 of the above British Standard].

Reason: To ensure the protection of the trees/shrubs during the carrying out of the development.

8. The site shall be developed with separate systems of drainage for foul and surface water on and off site.

Reason: In the interest of satisfactory and sustainable drainage.

9. No development shall take place until details of the proposed means of foul and surface water drainage, including details of any balancing works and off-site works, has been submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed the approved surface water drainage scheme shall be based on Sustainable Drainage Systems (SUDS) principles. The development shall thereafter be implemented in accordance with the approved scheme.

Reason: To ensure that the site is properly drained.

10. The development shall not begin until a scheme for the provision of affordable housing as part of the development has been submitted to and approved in writing by the local planning authority. The affordable housing shall be provided in accordance with the approved scheme and shall meet the definition of affordable housing in the NPPF or any future guidance that replaces it.

The scheme shall include:

- (i) the numbers, type, tenure and location on the site of the affordable housing provision to be made which shall consist of not less than 40% provision of housing units and shall be, in matters of tenure and type, in accordance with the findings of the North Yorkshire Strategic Housing Market Assessment 2011 or any replacement thereof;
- (ii) the timing of the construction of the affordable housing and its phasing in relation to the occupancy of the market housing;
- (iii) the arrangements for the transfer of the affordable housing to an affordable housing provider or the management of the affordable housing;
- (iv) the arrangements to ensure that such provision is affordable for both first and subsequent occupiers of the affordable housing; and
- (v) the occupancy criteria to be used for determining the identity of occupiers of the affordable housing and the means by which such occupancy criteria shall be enforced.

Reason: To make provision for affordable housing in accordance with the requirements of the National Planning Policy Framework, the Council's adopted 'Interim Approach to Negotiating affordable Housing Provision', and the 2011 North Yorkshire Strategic Housing Market Assessment (SHMA) that provides evidence of the high need for affordable housing within Craven District.

11. No development shall take place until either:

- (i) Full details of public open space to serve the development in accordance with Saved Policy SRC2 of the Craven District (Outside the Yorkshire Dales National Park) Local Plan have been submitted to and approved in writing by the Local Planning Authority and agreement has been reached with the Local Planning Authority as to the provision of the same and its subsequent management and maintenance.
- (ii) (Alternative arrangements for the provision of open space have been secured and approved in writing by the Local Planning Authority.

Reason: In the interests of residential amenity to ensure adequate provision of Public Open Space to meet local needs in accordance with the National Planning Policy Framework and Saved Policy SRC2 of the Craven District (Outside the Yorkshire Dales National Park) Local Plan.

12. 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 in consultation with the Highway Authority.

- (1) Detailed engineering drawings to a scale of not less than 1:250 and based upon an accurate survey showing:
 - (a) the proposed highway layout including the highway boundary
 - (b) dimensions of any carriageway, cycleway, footway, and verges
 - (c) visibility splays
 - (d) the proposed buildings and site layout, including levels
 - (e) accesses and driveways

- (f) drainage and sewerage system
- (g) lining and signing
- (h) traffic calming measures
- (i) all types of surfacing (including tactiles), kerbing and edging.
- (2) 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:
 - (a) the existing ground level
 - (b) the proposed road channel and centre line levels
 - (c) full details of surface water drainage proposals.
- (3) Full highway construction details including:
 - (a) 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
 - (b) when requested cross sections at regular intervals along the proposed roads showing the existing and proposed ground levels
 - (c) kerb and edging construction details
 - (d) typical drainage construction details.
- (4) Details of the method and means of surface water disposal.
- (5) Details of all proposed street lighting.
- (6) Drawings for the proposed new roads and footways/footpaths giving all relevant dimensions for their setting out including reference dimensions to existing features.
- (7) Full working drawings for any structures which affect or form part of the highway network.
- (8) A programme for completing the works.

The development shall only be carried out in full compliance with the approved drawings and details.

Reason: To secure an appropriate highway constructed to an adoptable standard in the interests of highway safety and the amenity and convenience of highway users.

13. 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 in consultation with the Highway Authority before the first dwelling of the development is occupied.

Reason: To ensure safe and appropriate access and egress to the dwellings, in the interests of highway safety and the convenience of prospective residents.

14. There shall be no excavation or other groundworks, except for investigative works, or the depositing of material on the site until the accesses to the site have been set out and constructed in accordance with the published Specifications of the Highway Authority and the following requirements:
- a) The details of the access shall have been approved in writing by the Local Planning Authority.

- b) The crossing of the highway verge and/or footway shall be constructed in accordance with the approved details and/or Standard Detail number E6.
- c) Any gates or barriers shall be erected a minimum distance of 5 metres back from the carriageway of the existing highway and shall not be able to swing over the existing or proposed highway.
- d) That part of the access extending 5 metres into the site from the carriageway of the existing or proposed highway shall be at a gradient not exceeding 1 in 20.
- e) Provision to prevent surface water from the site/plot discharging onto the existing or proposed highway shall be constructed in accordance with the approved details, and/or the specification of the Highway Authority and maintained thereafter to prevent such discharges.
- f) The final surfacing of any private access within 5 metres of the public highway shall not contain any loose material that is capable of being drawn on to the existing or proposed public highway.
- g) Provision of tactile paving.

All works shall accord with the approved details.

Reason: To ensure that the details are satisfactory in the interests of the safety and convenience of highway users.

15. There shall be no access or egress by any vehicles between the highway and the application site (except for the purposes of constructing the initial site access) until visibility splays providing clear visibility of 90 metres measured along both channel lines of the major road (Raikes Road) from a point measured 2.4 metres down the centre line of the access road. The eye height will be 1.05m and the object height shall be 1.05m. Once created, these visibility areas shall be maintained clear of any obstruction and retained for their intended purpose at all times.

Reason: In the interests of road safety to provide drivers of vehicles using the access and other users of the public highway with adequate inter-visibility commensurate with the traffic flows and road conditions.

16. There shall be no access or egress by any vehicles between the highway and the application site (except for the purposes of constructing the initial site access) until visibility splays providing clear visibility of 120 metres measured along both channel lines of the major road (White Hills Lane) from a point measured 2.4 metres down the centre line of the access road. The eye height will be 1.05m and the object height shall be 1.05m. Once created, these visibility areas shall be maintained clear of any obstruction and retained for their intended purpose at all times.

Reason: In the interests of road safety to provide drivers of vehicles using the access and other users of the public highway with adequate inter-visibility commensurate with the traffic flows and road conditions.

17. There shall be no access or egress by any vehicles between the highway and the application site (except for the purposes of constructing the initial site access) until visibility splays providing clear visibility of 2 metres x 2 metres measured down each side of the access and the back edge of the footway of the major road have been provided. The eye height will be 1.05 metre and the object height shall be 0.6 metres. Once created, these visibility areas shall be maintained clear of any obstruction and retained for their intended purpose at all times.

Reason: In the interests of road safety to provide drivers of vehicles using the access and other users of the public highway with adequate inter-visibility commensurate with the traffic flows and road conditions.

18. There shall be no excavation or other groundworks, except for investigative works, or the depositing of material on the site in connection with the construction of the access road or building(s) or other works until:

1) The details of the required highway improvement works, listed below, have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

2) A programme for the completion of the proposed works has been submitted.

The required highway improvements shall include:

a) Provision of tactile paving

b) Footways on Raikes Road and White Hills Lane (see illustrative site layout, and Appendix D of the Transport Assessment), footpath steps adjacent to bridge on White Hills Lane and rationalisation of 30mph (Raikes Road)

Reason: To ensure that the details are satisfactory in the interests of the safety and convenience of highway users.

19. 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 18:

a) Footways on Raikes Road and White Hills Lane (see illustrative site layout, Appendix D of the Transport Assessment),

b) footpath steps adjacent to bridge on White Hills Lane and

c) rationalisation of 30mph (Raikes Road)

Reason: In the interests of the safety and convenience of highway users.

20. There shall be no excavation or other groundworks, except for investigative works, or the depositing of material on the site in connection with the construction of the access road or building(s) or other works hereby permitted until full details of the following have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority:

a) tactile paving

- vehicular, cycle, and pedestrian accesses
- vehicular and cycle parking
- vehicular turning arrangements
- manoeuvring arrangements
- loading and unloading arrangements

21. 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

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.

Reason for 20 & 21: to provide for appropriate on-site vehicle parking and storage facilities, in the interests of highway safety and the general amenity of the area.

22. Prior to the commencement of development a construction traffic management plan to demonstrate how highway safety risks and disruption to other road users is to be controlled shall be submitted to and approved in writing by the Local Planning

Authority. Thereafter the development shall be implemented in accordance with the requirements of the approved construction traffic management plan.

Reason: In the interests of managing highway safety during the construction of the development, particularly given the proximity of a local primary school to the application site.

INFORMATIVES

1. This permission does not authorise the stopping up or diversion of the public right of way crossing the site. No works are to be undertaken which create any 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 Way Manager at County hall Northallerton on 08458 727374 to obtain up to date information regarding the line of the route of the way. The applicant should discuss with the Highway Authority any proposal for altering the route.

2. Precautions should be taken to prevent the deposit of mud, grit and dirt on public highways by vehicles travelling to and from the site. Facilities should include the provision of wheel washing facilities where considered necessary. These precautions should 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 throughout the construction period.

3. "All bats and their roosts are fully protected under the Wildlife and Countryside Act 1981 (as amended by the Countryside and Rights of Way Act 2000) and are further protected under Regulation 41(1) of the Conservation of Habitats and Species Regulations 2010. Should any bats or evidence of bats be found prior to or during development, work must stop immediately and in the first instance contact the National Bat Helpline on 0845 1300 228. Developers/ contractors may need to take further advice from Natural England on the need for a European Protected Species Licence in order to continue the development in a lawful manner. Natural England can be contacted at consultations@naturalengland.org.uk, or by calling 0300 060 3900, or Natural England, Consultation Service, Hornbeam House, Crewe Business Park, Electra Way, Crewe, Cheshire, CW1 6GJ"

4. All species of birds, their nests and eggs are protected under the Wildlife & Countryside Act 1981 (as amended). It is illegal to kill, injure, or take any wild bird, or damage or destroy the nest or eggs.

Statement of Positive Engagement: -

In dealing with this application Craven District Council has sought to approach the decision making process in a positive way, in accordance with the requirements of paragraphs 186 and 187 of the NPPF.

WARD AND**APPLICATION No.****PROPOSED DEVELOPMENT AND SITE ADDRESS**

*SKIPTON EAST
63/2014/15306*

*APPLICATION TO VARY CONDITION NO. 2 OF PLANNING CONSENT REF.
63/2013/13350 BY SUBSTITUTING REVISED HOUSE TYPES FOR THOSE
APPROVED ON PLOTS 1-3, 59-61 AND 100-103*

ELSEY CROFT, NORTH OF MOORVIEW WAY, SKIPTON.

APPLICANT NAME: SKIPTON PROPERTIES LTD

TARGET DECISION DATE: 13/04/2015

CASE OFFICER: Neville Watson

This application is referred to Committee as previous decisions on the site were determined by the Committee.

1. Site Description

- 1.1 The application site comprises a parcel of land 3.9 hectares in area situated on the eastern edge of Skipton to the north of Moorview Way and east of Wensleydale Avenue. It forms a greenfield site comprising pasture land situated on the edge of the present built up area of town. The land slopes with levels rising generally from west to east.
- 1.2 A public right of way runs along and parallel with the northern boundary, accessed from Wensleydale Avenue; the only other feature of the site is a dip in the land form containing a natural dry watercourse (or swale) that crosses the eastern section of the land. There is no current vehicle access to the site although a cul-de-sac section of Moorview Way abuts the site. A water main crosses the western section of the application site and a high pressure gas main is located immediately to the east of the site.

2. Proposal

- 2.1 The application is to vary condition 2 of the reserved matters application reference 63/2013/13350 which approved specific house types on specific plots. The proposal seeks approval of revised house types on plots 1-3, 59-61 and plots 100-103 at the entrance to the site off Moorview Way.
- 2.2 The approved scheme on the above plots provided for 3 no. three bedroomed dwellings and 7 no. four bedroomed dwellings. The proposed scheme is for 2 no. two bedroomed dwellings, 3 no. three bedroomed dwellings and 5 no. four bedroomed dwellings. The gross site area for the ten plots has not been amended but the individual plot boundaries have been adjusted to reflect the change in house types.
- 2.3 The amendments have no highway implications and do not affect the provision of affordable housing on the site. There are no proposed changes to construction materials (artificial stone with similar heads and sills, dark grey flat concrete tiles) Boundary treatment to the plot frontages would be natural stone walls 950 mm. high.
- 2.4 Work on implementing this amended scheme has recently commenced.

3. Planning History

- 3.1 63/2008/8466: Residential development with means of access from Otley Road. Withdrawn.
- 3.2 63/2010/11063: Off-site drainage scheme on land to the north of the proposed residential development site (ref 63/2010/11062). Withdrawn 18 April 2010.
- 3.3 63/2010/11062: Outline planning permission for residential development with access via Moorview Way (showing indicative layout for 107 houses). Refused by CDC 13 July 2011 but subsequently allowed on appeal 23 January 2012.

- 3.4 63/2013/13350 Reserved matters permission for 103 dwellings. Approved 25 April 2013.
- 3.5 63/2014/14758 Application to discharge conditions attached to Planning Refs. 63/2010/11062 and 63/2013/13550. The final decision on this application has not been issued, although the details submitted are in Officers opinion acceptable. The decision on 63/2014/14758 will be issued once the S106 to secure matters such as affordable housing and open space provision has been signed (this S106 has been fully drafted and informally agreed, but is presently subject to final checking and signing by the various parties who are bound by its terms).
- 4. Planning Policy Background
 - 4.1 NPPF, nPPG
 - 4.2 Craven District (Outside the Yorkshire Dales National Park) Local Plan polies ENV1 and ENV2.
- 5. Parish/Town Council Comments
 - 5.1 Skipton Town Council has no objections
- 6. Consultations
 - 6.1 NYCC Highway Authority has no objection but makes an observation about the siting of the property on plot 102. The applicant's agent has confirmed that amended plans are to be submitted moving the property on the plot to achieve a 6 m. drive that requires an amendment of 500 mm.
- 7. Representations
 - 7.1 No representations have been received.
- 8. Summary of Principal Planning Issues
 - 8.1 Design
- 9. Analysis
 - 9.1 The principle of residential development at this location has been established through the 2011 appeal decision; which also approved the means of access to the site from Moorview Way. The 2013 reserved matters permission approved a range of house types on the site. This application seeks permission to amend the house types on the ten plots at the entrance to the site.
 - 9.2 The application site is outside the development limit of Skipton identified in the Local Plan and therefore Saved policies ENV1 and ENV2 are relevant but taking into account that the site now has the benefit of planning permission that has been implemented the relevance of these policies to the detail of this application is minimal.
 - 9.3 The NPPF requires an appropriate housing mix should apply to both market and affordable housing. Paras. 47-55 in the Framework deal with housing provision; Para. 50 in particular looks for the delivery of "a wide choice of high quality homes", saying that local planning authorities should "plan for a mix of housing based on current and future" trends, identifying "the size, type, tenure and range of housing that is required ... reflecting local demand". The application does not affect the provision of affordable housing on the site. It introduces a greater mix of housing types than previously approved including 2 no. two bedroomed properties replacing 2 no. four bedroomed dwellings.
 - 9.4 The NPPF places a strong emphasis on good design within its policy guidance. Section 7 of the NPPF entitled 'Requiring good design' sets out a number of policies which support the delivery of good design. Importantly, design quality is a 'core principle' identified in paragraph 17 and Paragraph 56 goes onto confirm "good design is a key aspect of sustainable development, is indivisible from good planning and should contribute positively to making places better for people". In paragraph 64 it is

made clear that “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”.

- 9.5 It was determined at the outline stage that the houses should be two-storey, or lower, in scale with variations in roof heights and massing to allow the houses to be designed so that their elevations are a “composition rather than individual houses in isolation.” This revised scheme provides for five different house types that reflect local distinctiveness in the form of detached and linked properties designed in a way that does not create the appearance of individual plots in isolation, thereby following the concept established at the outline stage.
- 9.6 The revised scheme has no adverse impact on the amenities of neighbouring properties.
- 9.7 In conclusion, paragraph 14 of the NPPF indicates that development should be approved unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework taken as a whole, or specific policies in the Framework indicate that development should be restricted. In this case the development provides a greater range of house types and sizes, the design will improve the character and quality of the area and there is no adverse impact on the amenities of neighbours. It is considered that the proposal accords with the guidance in the NPPF.

10. Recommendation

- 10.1 That the Planning Committee gives delegated authority to the Strategic Manager for Planning and Regeneration to grant planning permission for this development subject to the conditions set out below and following determination of discharge of condition application reference 63/2014/14758.

Conditions

- 1) The development hereby permitted shall be carried out in accordance with the following approved plans and drawings: Plan Numbers 1380SPL/ECS/HT01; 1380SPL/ECS/HT02; 1380SPL/ECS/HT03; 1380SPL/ECS/HT04 and 1380SPL/ECS/HT05 received on 10 December 2014 and 1214SPS/ECS/PL01 Revision W; received on 26 February 2015 The approved drawings also comprise drawings 1214 SPS/ECS-SS01 Revision C, 1214 SPS/ECS SS02 Revision C, 1214 SPS/ECS SS03 Revision C, 1214 SPS/ECS AB01 Revision A, 1214 SPS/ECS, AB02 Revision A, 1214 SPS/ECS HT01 Revision A, 1214 SPS/ECS 1214 SPS/ECS HT02 Revision A, 1214 SPS/ECS HT03 Revision A 1214 SPS/ECS HT04 Revision A, 1214 SPS/ECS HT05, 1214 SPS/ECS CP01 Revision B and 1214SPS/ECS MP01 Revision D all received on 22 April 2013 and approved under reference 63/2013/13550 approved on 25 April 2013. 1214 SPS/ECS The development shall be completed in accordance with the approved plans except where conditions attached to this permission indicate otherwise or where alternative details have been approved following an application for a non material amendment.

Reason: For the avoidance of doubt.

- 2) The building materials for the external walling, roofing materials and the design details of all boundary walls, fences and hard surfaced areas, including the surface treatment of the public footpaths, shall be carried out in accordance with the details approved in writing by the Local Planning Authority under Discharge of Conditions application reference 63/2014/14758. Or alternatively, in accordance with other details that have first been submitted to and approved in writing by the Local Planning Authority prior to their first use.

Reason: To ensure that the development is of good appearance and to safeguard the character of the locality, in the interests of visual amenity.

- 3) No barge boards, fascia boards or soffit boards shall be used in the carrying out of the development hereby approved and the roof(s) shall have slated verges.

Reason: To ensure that the development is of good appearance and to safeguard the character of the locality, in the interests of visual amenity.

- 4) The development shall be carried out in accordance with the details submitted to the Local Planning Authority, and approved by Discharge of Conditions application reference 63/2014/14758, showing existing and proposed ground levels, proposed floor levels, levels of any paths, drives, garages and parking areas. Or alternatively, in accordance with other details that have first been submitted to and approved in writing by the Local Planning Authority prior to their first use.

Reason: To ensure that the works are carried out at suitable levels in relation to adjoining properties in the interests of visual and residential amenity.

- 5) The development hereby approved shall be carried out in accordance with the scheme submitted to the Local Planning Authority, and approved by Discharge of Conditions application reference 63/2014/14758, for the soft landscaping of the open areas of the site. Or alternatively, in accordance with other details that have first been submitted to and approved in writing by the Local Planning Authority prior to their first use. Any alternative details submitted under the requirements of this condition must include details of position, numbers, species and sizes of trees and shrubs to be planted and arrangements for the future maintenance of the landscaped areas.

Reason: To ensure that the development is of attractive appearance and to safeguard the wider character and appearance of the site's surroundings, in the interests of visual amenity.

- 6) The approved landscaping planting scheme shall be implemented in the first planting season following completion of the development or first occupation/use, whichever is the soonest, and shall be maintained thereafter for a period of not less than 5 years to the satisfaction of the Local Planning Authority. This maintenance shall include the replacement of any tree or shrub which is removed, becomes seriously damaged, seriously diseased or dies by the same species. The replacement tree or shrub must be of similar size to that originally planted.

Reason: To ensure that the development is of attractive appearance and to safeguard the wider character and appearance of the site's surroundings, in the interests of visual amenity.

- 7) The development hereby approved shall be carried out in accordance with the Highway Specification details required by condition 8 of Planning Ref. 63/2014/13350 and subsequently approved by Discharge of Conditions application reference 63/2014/14758. Or alternatively, in accordance with other details that have first been submitted to and approved as acceptable in writing by the Local Planning Authority prior to their first use.

Reason: To secure an appropriate highway constructed to an adoptable standard in the interests of highway safety and the amenity and convenience of highway users.

- 8) 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 details submitted to the Local Planning Authority, and approved by Discharge of Conditions application reference 63/2014/14758.

Reason: To ensure safe and appropriate access and egress to the dwellings, in the interests of highway safety and the convenience of prospective residents.

- 9) There shall be no movement by construction or other vehicles between the highway and the application site (except for the purposes of constructing the initial site access)

until that part of the access has been set out and constructed in accordance with the published Specification of the Highway Authority and the following requirements: 1) The crossing of the highway verge and/or footway shall be constructed in accordance with the approved details and/or Standard Detail number E6. 2) That part of the access extending 6 metres into the site from the carriageway of the existing or proposed highway shall be at a gradient not exceeding 1/20. 3) Provision to prevent surface water from the site/plot discharging onto the existing or proposed highway shall be constructed in accordance with the approved details, and/or the specification of the Highway Authority and maintained thereafter to prevent such discharges. 4) The final surfacing of any private access within 6 metres of the public highway shall not contain any loose material that is capable of being drawn on to the existing or proposed public highway. All works shall accord with the approved details.

Reason: in the interests of road safety.

- 10) 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 33 metres measured along both channel lines of each major road from a point measured 2m down the centre line of each side road. The eye height will be 1.05m and the object height shall be 0.26m. Once created, these visibility areas shall be maintained clear of any obstruction and retained for their intended purpose at all times.

Reason: In the interests of road safety to provide drivers of vehicles using the access and other users of the public highway with adequate inter-visibility commensurate with the traffic flows and road conditions.

- 11) There shall be no access or egress by any vehicles between the highway' and the private drives until visibility splays providing clear visibility of 2 metres x 2 metres measured down each side of the access and the back edge of the footway of the major road have been provided. The eye height will be 1.05 metre and the object height shall be 0.6 metres. Once created, these visibility areas shall be maintained clear of any obstruction and retained for their intended purpose at all times.

Reason: In the interests of road safety to provide drivers of vehicles using the access and other users of the public highway with adequate inter-visibility commensurate with the traffic flows and road conditions.

- 12) Within three months of the date of this permission:

- a) The details of the required highway improvement works, listed below, shall be submitted to and approved in writing by the Local Planning Authority.
- b) A programme for the completion of the proposed works has been submitted.

The required highway improvements shall include: 1) Provision of tactile paving, and 2) Bus stop improvements.

Reason: To ensure that the details are satisfactory in the interests of the safety and convenience of highway users.

- 13) The development shall not be brought into use until the scheme of highway improvement works submitted under condition 12 (b) (2) have been constructed in accordance with the details submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of the safety and convenience of highway users.

- 14) No part of the development shall be brought into use until the approved vehicle access, parking, manoeuvring and turning areas approved under condition number 7:
- a) have been constructed in accordance with the submitted drawing (Reference 1214SPSIECSIPL01 Rev O), and
 - b) are available for use.

Once created these areas shall be maintained clear of any obstruction and retained for their intended purpose at all times.

Reason: To provide for appropriate on-site vehicle facilities in the interests of highway safety and the general amenity of the development.

- 15) The development hereby approved shall be carried out in accordance with the details required by condition 16 of Planning Ref. 63/2014/13350 and subsequently approved by Discharge of Conditions application reference 63/2014/14758 (that relate to details of a) on-site parking capable of accommodating all staff and sub-contractors vehicles clear of the public highway 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 unless other alternative details have first been submitted to and approved as acceptable in writing by the Local Planning Authority prior to their first use.

Reason: to provide for appropriate on-site vehicle parking and storage facilities, in the interests of highway safety and the general amenity of the area.

- 16) Routes to be used by HCV construction traffic shall be in accordance with the details required by condition 17 of Planning Ref. 63/2014/13350 and subsequently approved by Discharge of Conditions application reference 63/2014/14758. The approved routes shall be used by all vehicles connected with construction on the site unless other alternative details have first been submitted to and approved in writing by the Local Planning Authority prior to their first use.

Reason: In the interests of highway safety and the general amenity of the area.

Informatives.

A) 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.

B) Precautions should be taken to prevent the deposit of mud, grit and dirt on public highways by vehicles travelling to and from the site. Facilities should include the provision of wheel washing facilities where considered necessary. These precautions should 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 throughout the construction period.

Statement of Positive Engagement: -

In dealing with this application Craven District Council has sought to approach the decision making process in a positive way, in accordance with the requirements of paragraphs 186 and 187 of the NPPF.