

PLANNING COMMITTEE (On-line Only)

1.35pm on Monday 20th July 2020

Committee Members: The Chairman (Councillor Sutcliffe) and Councillors, Brockbank, Brown, Harbron, Heseltine, Lis, Morrell, Place, Pringle, Rose, Shuttleworth and Welch.

Substitute Members: Councillors Barrett, Handley, Hull, Madeley, Noland and Solloway.

AGENDA

Please note that due to Covid-19, this meeting will be held remotely and will be livestreamed here <https://www.youtube.com/channel/UCdfb6ZRbYnZ1-rRliLmjUwg>

Comfort Break: A formal comfort break of 15 minutes may be taken at an appropriate point in the Committee's consideration of the Schedule of Plans.

1. **Apologies for absence and substitutes**
2. **Confirmation of Minutes** – 14th July 2020 (to follow).
3. **Public Participation** – In the event that any questions/statements are received or members of the public wish to ask questions or address the Committee **in respect of matters not appearing on this agenda**, the public participation session will proceed for a period of up to fifteen minutes.
4. **Declarations of Interest** – All Members are invited to declare at this point any interests they have in items appearing on this agenda, including the nature of those interests.

(Note: Declarations should be in the form of:
a “**disclosable pecuniary interest**” under Appendix A to the Council’s Code of Conduct, or “**other interests**” under Appendix B or under Paragraph 15 where a matter arises at the meeting which relates to a financial interest of a friend, relative or close associate.

A Member of Council who has a disclosable pecuniary interest must leave the room and not take part in the discussion or vote. When declaring interests under Appendix B or Paragraph 15 of the Code, Members must move to the public seating area, not vote, and speak only if members of the public are also allowed to speak at the meeting.)

5. **Schedule of Plans** – Attached. The schedule is comprised of the following:
(a) Applications to be determined by the Committee.

- (b) Details of applications determined by officers under the Scheme of Delegation.
- (c) Enforcement - New complaints registered / complaints closed.

If Members have any queries regarding individual applications dealt with under the Scheme of Delegation, or if they have any queries regarding an enforcement matter, they are asked to consider contacting Neville Watson, Development Control Manager (email: nwatson@cravenc.gov.uk, telephone: 01756 706402)

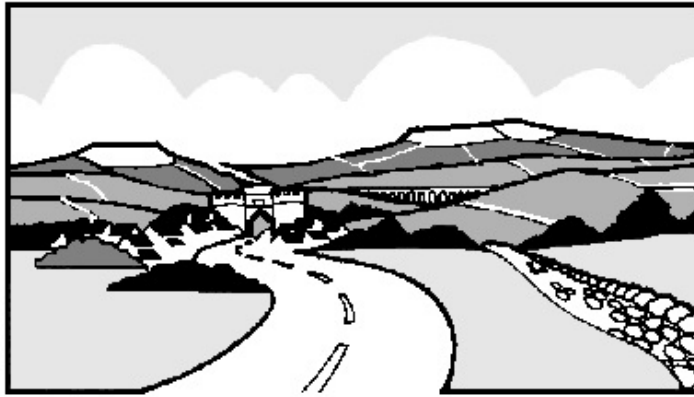
6. **Any other items** which the Chairman decides are urgent in accordance with Section 100B(4) of the Local Government Act, 1972.

Agenda Contact Officer: Vicky Davies
Tel. 01756 706486, E-mail committees@cravenc.gov.uk
10 July 2020.

Date of Next Meeting: Monday, 3 August 2020

Additional Information

The circulation of materials cannot be accepted during the meeting. Any additional information has to be submitted to the Case Officer in advance of the meeting by 12 Noon on the last working day before the meeting date.



CRAVEN

IN · THE · YORKSHIRE · DALES

D I S T R I C T

PLANNING COMMITTEE AGENDA

DATE: 20th July 2020

INDEX OF PLANNING APPLICATIONS

Item No.	Application Reference No.	Name of Applicant	Site Address	Page No's
1.	2019/21073/FUL	Barnfield Construction Ltd And Craven District Council	Locomotive Building, Engine Shed Lane, Skipton.	2 - 13
2.	2020/21560/VAR	Pinnacle View Homes Ltd	Land To West Of The Old Smithy, Skipton Road, Farnhill.	14 - 28
3.	2019/20654/REM	Candelisa Ltd And Chatsworth Settlement Trust	Land At Shires Lane, Embsay.	29 - 42

REPORT TO PLANNING COMMITTEE ON 20th July 2020

Application Number: 2019/21073/FUL

Proposal: Proposed demolition of existing buildings and re-development of site to accommodate Council Depot building and light industrial units, with access service areas and parking

Site Address: Locomotive Building Engine Shed Lane Skipton BD23 1UP

On behalf of: Barnfield Construction Ltd And Craven District Council

Date Registered: 18th November 2019

Expiry Date: 17th February 2020

EOT Date, if applicable: 28th March 2020

Case Officer: Andrea Muscroft

The proposal was originally taken to a previous Planning Committee on 16th March 2020. Notwithstanding the officer's recommendation that permission should be granted, at the meeting of the 16th March 2020, Members required further information with regards to vehicle movements, sustainability objectives. The application was deferred to allow officers the opportunity to obtain further information to address concerns raised by planning committee.

1. Site Description

- 1.1 The application relates to an area approx. 0.6ha located within Sidings Industrial Estate. Located on the site are a number of industrial units of differing scales and ages currently used by Craven District Council. There is also a portakin on the site.
- 1.2 Vehicle access is directly off Engine Shed Lane although there is a secondary minor access under the railway bridge directly off Broughton Road via Ings Lane.
- 1.3 The application site is located within an established industrial area as identified on the LP.
- 1.4 The application site also lies on land identified by the EA as being within Flood Zone 2 with the exception of a small area located to the southwest of the site which lies within Flood Zone 3. The Craven SFRA 2016 report has also identified the small area located to the southwest of the site as being within Flood Zone 3a.

2. Proposal

- 2.1 The proposal is seeking approval for the demolition of the existing industrial unit for the construction of three business units with associated parking and turning areas.
- 2.2 Unit A (Annotated by Case Officer) would measure approximately 29.6m x 19.5m with a height to the eaves 7m and an overall height of 8.8m and would be constructed using horizontal/vertical and flat cladding under a profiled metal roof with roof lights. Windows/doors and shutters would consist of colour coated aluminium system.
- 2.3 Unit B (Annotated by Case Officer) would measure approximately 37.3m x 13.4m with a height to the eaves of 6.7m and an overall height of 8m would be constructed using similar materials to unit A.
- 2.4 Unit C (Annotated by Case Officer) would measure approximately 32m x 13.4m with a height to the eaves of 6.7m and an overall height of 8m would be constructed using similar materials to unit A.

- 2.5 The proposal would provide the following vehicle parking:
- 22 car parking spaces
 - 32 light goods vehicle parking spaces
 - 6 Motorcycle parking spaces
 - 6 Disabled parking spaces
 - 10 Cycle parking spaces
- 2.6 The boundary treatments would consist of colour coated paladin type security fence with landscape planting.
- 2.7 Hardstanding with regards to the existing/proposed access and egress would consist of Macadam and concrete.
- 2.8 The proposal would provide PV Solar panels to the roof slopes and electric charging points and be constructed to BREEAM (Building Research Establishment Environmental Assessment Method) to very good standard.
- 2.9 **Officer Note:** BREEAM is a sustainability assessment that is used to set standards for the environmental performance of building through design, specification and construction.
3. Planning History
- 3.1 5/63/502 – Outline application for the construction of vehicle workshop – Approved August 1977
- 3.2 5/63/502/A – Reserved Matters application for the construction of vehicle repair workshop – Approved May 1979
4. Planning Policy Background
- 4.1 Craven Local Plan 2012 – 2032
- SP2: Economic Activity and Business Growth
 - ENV3: Good Design
 - ENV6: Flood Risk
 - EC1: Employment and Economic Development
 - INF4: Parking Provision
- 4.2 National Policy
- The National Planning Policy Framework
 - Planning Practice Guidance
5. Parish/Town Council Comments
- 5.1 **Skipton Town Council** (6.12.2019): No objection
6. Consultations
- 6.1 **CDC Contamination Officer** (5.12.2019): The site has been identified as being at potential risk from the effects of contamination. For this reason, it is suggested that conditions are imposed ref the requirement of a Phase 1 Desk Study, a Phase II Intrusive Site Investigation Report, Remediation Strategy and a Validation Report to be undertaken at the relevant stages of development.
- 6.2 **CDC Environmental Health Officer** (11.12.2019): Suggest conditions relating to Dust Management Plan, Construction times and Asbestos removal to be imposed should permission be granted.
- 6.3 **Environment Agency** (17.12.2019): No objection to the proposed development, but the developer may wish to include measures to mitigate the impact of more extreme future flood events. Details regarding flood mitigation measures can be found at the following:

- 6.4 **NYCC Highways** (23.12.2019): Requested further information before providing comment.
- 6.5 **NYCC Highways** (10.2.2020): The highways authority has reviewed the additional information and conclude that the impact of the development on the road network in its new form will reduce. It is expected to generate 149 fewer two-way vehicle movements across the working day and will result in reduced traffic movements at the junction of Engine Shed Lane and Carleton New Road. Visibility at this junction would also be improved. Consequently, the LHA recommends conditions relating to construction, access, turning, parking, precautions to prevent mud on the highway, construction management plan and on-site parking for materials and construction traffic during construction.
- 6.6 **NYCC Highways (01.06.2020)**: The Highways Authority have generally supported CDC throughout the whole process to improve Engine Shed Lane and understood the proposal and its aims as well as the agreement to adopt the road once improved. I provide the following comments:
- In the event that the works proposed at Ings Lane are not brought forward the Highways Authority would be supportive of the proposal.*
- In the event that the proposal included the proposed works to Ings Lane the Highways Authority would be supportive of the proposal.*
- As the statutory body it is the Highways duty to provide independent and expert advice on the merits of a proposal and highlights any difficulties. In this instance, there is no objection to the proposal.*
- 6.7 **NYCC Public Rights of Way Officer** (3.12.2019): Advises the applicant that if the proposed development will physically affect the PROW then an application to the LPA for a Public Path Order/Diversion Order will be required under S.257 of the TCPA 1990. If, however, the impact on the PROW is temporary then an application to the Highway Authority for a Temporary Closure Order is required.
- 6.8 **NYCC Suds** (8.6.2020): Advises that submitted documents are limited and fail to meet the requirements of the NPPF and thus the LLFA cannot make a meaningful assessment and require further information to be provided. If the LPA is minded to grant permission, then it is recommended that conditions are imposed.
- 6.9 **NYCC Suds (9.7.2020)**: Following the receipt of FRA , 19098-PWA-00-XX-RP-C-1000 p04, p05 drawing the LLFA have the following revised comments:
- 6.10 The submitted documents demonstrate a reasonable approach to the management of surface water on the site and recommend a condition ref details of maintenance and management of the approved scheme.
- 6.11 This is a summary of comments received. To view comments in full please visit the following link:
- 6.12 <https://publicaccess.cravendc.gov.uk/online-applications/simpleSearchResults.do?action=firstPage>
7. Representations
- 7.1 Site Notice posted 29.11.2019
- 7.2 Press Notice published 28.11.2019
- 7.3 26 notification letters circulated.
- 7.4 No third-party representation received within the statutory consultation period.
8. Summary of Principal Planning Issues
- Principle of development

Visual impact of development

Highway implications

Flooding

Energy and Sustainability

Other matters

9. Analysis

9.1 **Principle of development**

9.2 Policy SP2 sets out the overall approach to be taken to secure and facilitate economic growth in Craven over the period to 2032. Policy EC1 sets out a positive context within which proposals for economic/employment uses are to be considered. The policy seeks to facilitate the delivery of economic development and employment proposals.

9.3 In this instance, the application site is located within an established industrial area as defined by the LP in which this form of development has historically been considered acceptable.

9.4 The current proposal is seeking the replacement of two existing industrial units with three purpose built industrial units. As such, the proposal would increase the employment generating opportunities from this established industrial site.

9.5 It is therefore considered that the proposal is complies with the requirements of LP policies and therefore the principle of development is considered acceptable subject to meeting the requirements of other relevant polices within the LP.

9.6 **Visual impact of development**

9.7 Policy ENV3 seeks to ensure that new developments provide positive change which benefits the local economy, environment and quality of life. To achieve this the policies sets out the design principles.

9.8 The NPPF also recognises the importance of good design in achieving sustainable development.

9.9 The current buildings on the site are of a significant age and in differing levels of decay and as a consequence are no longer fit for purpose. The proposal would see the replacement of these buildings with three separate industrial units of a similar scale and design to existing industrial units located to the east, west and south of the site. The units would also be constructed from materials present within the industrial estate.

9.10 The proposal also includes areas of hardstanding and soft landscaping along the southern boundary to the site. It is considered that these works given their low level nature within an industrial estate would not give rise to any visual harm.

9.11 It is therefore considered that the proposed industrial units in terms of scale, appearance and massing would be in keeping with the surrounding area. In addition, the proposed soft and hard landscaping is also considered appropriate. Consequently, it is considered that the proposal would have no adverse impact upon the visual amenity of the area.

9.12 Part t) of Policy ENV3 states that development should take all *reasonable* opportunities to incorporate various elements of sustainable design, in accordance with Building Regulations which set standards in relation to a number of sustainability issues, such as energy efficiency and water consumption. It is also important to recognise that these standards are covered by separate regulations for example Parts G & L of the Building Regulations address water efficiency and energy use respectively.

9.13 In this instance, the applicant has provided a sustainability planning statement which states that the proposed development would be constructed in accordance with Breeam standards (e.g. sustainability assessment of building and enhancing site ecology) and building control regulations. In addition, the site will provide electric charging points. Furthermore, the Council is seeking to

install a centralised energy monitoring system across all CDC Building as part of the Councils carbon reduction measures. In officer's opinion it has therefore been demonstrated that all feasible opportunities have been taken with regard to compliance with criteria t) of policy ENV3.

- 9.14 It is therefore considered that the proposal complies with the requirements of policy ENV3 of the Local Plan and the National Planning Policy Framework.
- 9.15 **Highway implications**
- 9.16 Policy INF4 seeks to ensure proper provision and management of parking for cars and other vehicles and sets out how this will be achieved.
- 9.17 Policy INF7 aims to minimisation of greenhouse gases and congestion, and the provision of safe and accessible travel facilities.
- 9.18 Paragraph 109 of the NPPF advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 9.19 The application site currently has two accesses off Engine Shed Lane which lead into parking and turning areas associated with the existing industrial units. The proposal would see the creation of three industrial units with unit's B & C then sub divided to form six smaller industrial units.
- 9.20 The proposal would also provide a total of 70 parking spaces, turning and manoeuvring areas within the site. It is considered that this level of parking complies with the requirements of policy INF4.
- 9.21 NYCC Highways have been consulted and have no objection to the proposal with the regards to the provision of parking provision. Notwithstanding the no objection from the Highways Authority members sought clarification with regards to vehicle movement.
- 9.22 In order to address the concerns over vehicle movements further clarification was sought from the Highways Engineer who confirmed that they have been supportive throughout the process undertaken by the Council with regards to improvements to Engine Shed Lane and that they understood the proposal (vehicle movements) and its aims and that these have been taken into considered on the acceptable of the proposal on the wider highway network.
- 9.23 It has therefore been confirmed by NYCC Highways that the proposal with or without the proposed improvements is acceptable and thus there is no objection to the proposal on highway safety grounds.
- 9.24 Comments relating to the link through to the A629 are acknowledged, however, these proposed improvements/works lie outside of the application site.
- 9.25 Consequently, it is not considered that the proposal would have an adverse impact upon the highway safety of the area, nor give rise to residual cumulative impacts on the road network that would be severe to warrant refusal on highway grounds and be defensible at an appeal.
- 9.26 It is therefore considered that the proposal complies with the requirements of the Local Plan and the National Planning Policy Framework.
- 9.27 **Flooding**
- 9.28 Policy ENV6 seeks to avoid and alleviate flood risk and sets out the criteria for achieving this. This approach accords with guidance contained within the NPPF.
- 9.29 The proposal was supported by a Flood Risk Assessment generated by Paul Waite Associates dated 19th November 2019 which concludes that the site is a low-medium risk of flooding from rivers and that it has a very low risk of surface water flooding. It also states that Suds techniques should be provided and that a drainage strategy shall utilise flow control devices and attenuation structures to manage the peak rate of surface water runoff from the development.
- 9.30 The EA were consulted but no comments have been received, however, the Council has been advised that the EA does not wish to be consulted on flood risk grounds for 'less vulnerable' development proposed in flood zone 2, unless the proposed development is a land or building used

for agriculture or forestry, a waste treatment site, a mineral processing site, a water treatment plant, or a sewage treatment plant, none of which apply in this instance.

- 9.31 Notwithstanding this, EA standing advice is of relevance as the proposal is classified as a less vulnerable development that is acceptable in this location subject to developments compiling with the EA's standing advice in relation to surface water management, access and evacuation and floor levels. The proposal would also need to meet the requirements of the approved building regulations Part H: drainage and water disposal requirements.
- 9.32 The development would not result in any changes to the existing ground floor levels and would incorporate evacuation measures.
- 9.33 With regards to surface water management the proposal seeks to incorporate a suds drainage system and therefore to provide the necessary information a further revised FRA by Paul Waite (June 2020) was submitted following extensive discussions with LLFA with regards to demonstrating that the site can be development without the risk of surface water flooding.
- 9.34 Following these extensive discussions NYCC Suds officer have confirmed that they are satisfied with the details submitted and thus have not objected to the proposal. They have requested a condition ref details of maintenance and management of the suds scheme. It is considered that this is a reasonable requested and would meet the tests as set out in the NPPF.
- 9.35 It is therefore considered that subject to the use of appropriate condition with regards to the management of surface water the proposal would not result in any unacceptable increase in flooding that currently experienced. The proposal therefore accords with the requirements of the LP policy and guidance contained within the NPPF.
- 9.36 **Contamination.**
- 9.37 The site has been identified as having the potential for contamination by the Council Contamination officer who considers that whilst a Phase I Desk Study and associated reports are required, these can be conditioned and therefore it is considered that the proposal is acceptable in terms of contaminated land issues subject to conditions.
- 9.38 Other issues
- 9.39 **Biodiversity**
- 9.40 Policy ENV4 seeks where possible improvements in biodiversity on both allocated and non-allocated sites.
- 9.41 The application site does not lie within or close to a designated site and consists of a large expansive area of tarmac located within an established industrial area.
- 9.42 The Craven Biodiversity Action Plan does not identify any protected species present on the site, and this is confirmed via Natural England's online database.
- 9.43 The proposal includes the creation of soft landscaping that would contain a range of trees/shrubs, provision the provision of general planting and the provision of bird and bat boxes.
- 9.44 Based on the Biodiversity tool kit the proposal enhancement measures would result in a net gain and thus complies with Policy ENV4. It is therefore recommended that a landscaping condition is required detailing the native species planting and the subsequent management and the provision of bat and bird boxes. This condition is considered to be reasonable and necessary.
- 9.45 In conclusion, it is considered that the proposal would provide necessary biodiversity net gains and thus complies with the requirements of policy ENV4 and guidance contained within the NPPF.
- 9.46 **Conclusion and Planning Balance**
- 9.47 The proposal is for the replacement of two industrial units with three purpose built industrial units with two of these units then be sub-divided to form six additional units, giving a total of 7 units. External parking areas and turning areas would be provided via three accesses off Engine Shed Lane.

- 9.48 The site is within an established industrial area so the redevelopment of this site to provide 7 industrial units is in accordance with Policy EC1 of the Craven Local Plan to 2032. The scale, design and materials of the proposed industrial units would be similar to adjacent industrial units. This would ensure that the development does not result in any visual harm to the character of the area. The proposal raises no concerns with regards to access, parking, flooding, contamination or the management of surface water and so it is considered to be a scheme that is acceptable in principle.
- 9.49 Accordingly, the development is considered to comply with the requirements of LP policies in respect of industrial development to support the economic growth and expansion of the district and subsequently complies with the National Planning Policy Framework.
- 9.50 In the absence of any demonstrable harm from this development it is supported and recommended for approval subject to conditions.

10. Recommendation

- 10.1 Approve with Conditions

Conditions

Time Limit for Commencement

- 1 The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason: To comply with the requirements of section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

Approved Plans

- 2 This permission relates to the following plans and documents:

Location Plan dated 15th October 2019
Scheme Layout Plan 18850/50B dated 4th March 2020
Topographic Survey of Existing 1880/49 dated 15th October 2019
Depot Floor Plans and Elevations 1880/61 dated 15th October 2019
Unit Floor Plans 1880/62 dated 15th October 2019
Unit Floor Elevations 1880/63A dated 13th February 2020
19098-PWA-00-XX-RP-C-1000 P04 (revised 19.6.2020)
19098-PWA-00-XX-RP-C-1000 P05 (revised 19.6.2020)
Flood Risk Assessment by Paul Waite Associates November 2019 (updated June 2020)

Except as provided for by other conditions to this permission, the development shall be carried out in complete accordance with the approved drawings.

Reason: For the avoidance of doubt and to ensure that the development is carried out in accordance with the approved plans in the interests of proper planning in accordance with the policies contained within the Craven Local Plan to 2032 and National Planning Policy Framework

Before you Commence Development

- 3 The development hereby approved shall not commence until actual or potential land contamination at the site has been investigated and a Phase I desk study report has been submitted to and approved in writing by the local planning authority.

The Phase 1 desk study report shall be prepared in accordance with current best practice.

In the event that the Phase 1 desk study report identifies a need for further intrusive investigation then the development hereby approved shall not commence until a Phase II intrusive site investigation report has been submitted to and approved in writing by the local planning authority.

The Phase II Intrusive Site Investigation report shall be prepared in accordance with current best practice.

Should the need for remediation be recommended in the Phase II Intrusive Site Investigation report, the development hereby approved shall not commence until a Remediation Strategy has been submitted to, and approved in writing by, the local planning authority. The Remediation Strategy shall be prepared in accordance with current best practice.

The approved remediation measures shall be implemented in accordance with the agreed timescales set out in the approved Remediation Strategy.

In the event that remediation is unable to proceed in accordance with an approved Remediation Strategy or unexpected significant contamination is encountered at any stage of the process, the local planning authority shall be notified in writing immediately. Revisions to the Remediation Strategy shall be submitted to, and approved in writing by, the local planning authority. Works shall thereafter be carried out in accordance with the approved revised Remediation Strategy.

Following completion of the measures identified in the approved Remediation Strategy, a Validation Report shall be prepared and submitted to, and approved in writing, by the Local Planning Authority. The submission of the Validation Report shall be undertaken within the approved timescales.

The Validation Report shall be prepared in accordance with current best practice.

The site shall not be brought into use until such time as all the validation data has been submitted to and approved in writing by the local planning authority.

Reason: To ensure that actual or potential land contamination at the site has been investigated and that any associated environmental risks have been assessed and mitigated against in an appropriate and effective manner.

- 4 Prior to the commencement of development, the developer shall submit a Dust Management Plan in writing for approval of the Local Planning Authority. The Dust Management Plan shall identify all areas of the site and the site operations where dust may be generated and further identify control measures to ensure that dust does not travel beyond the site boundary. Once in place, all identified measures shall be implemented, retained and maintained for the duration of the approved use. Should any equipment used to control dust fail, the site shall cease all material handling operations immediately until the dust control equipment has been repaired or replaced.

Reason: To safeguard the living conditions of nearby residents particularly with regard to the effects of dust.

- 5 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 in consultation with the Local Highway 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.
- h. HGV routing to avoid Skipton town centre.

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.

- 6 Unless approved otherwise in writing by the Local Planning Authority there shall be no establishment of a site compound, site clearance, demolition, excavation or depositing of material in connection with the construction on the site until proposals have been submitted to and approved in writing by the Local Planning Authority for the provision of:

- a. on-site parking capable of accommodating all staff and sub-contractors vehicles clear of the public highway
- b. on-site materials storage area capable of accommodating all materials required for the operation of the site.
- c. The approved areas shall be kept available for their intended use at all times that construction works are in operation.

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.

During Building Works

- 7 The materials to be used in the construction of the external surfaces of the development hereby permitted shall match those detailed on the approved plans unless otherwise approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: In the interest of visual amenity and to accord with Policy ENV3 of the Craven Local Plan and guidance contained within the National Planning Policy Framework.

- 8 Regard should be had for the safe removal of any potential asbestos containing material present on site, i.e. roof material. The applicant should ensure removal of any such material is carried out by a suitably qualified, competent contractor/registered waste carrier, licenced in the removal and offsite disposal of asbestos to a registered hazardous waste landfill site.

Reason: To ensure that risks from asbestos to the environment, future users of the land and neighbouring land are minimised, to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

- 9 Prior to the site opening to operation traffic details of the precautions to be taken to prevent the deposit of mud, grit and dirt on public highways by vehicles travelling to and from the site have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. These facilities shall include the provision of wheel washing facilities where considered necessary by the Local Planning Authority in consultation with the Highway Authority. These precautions shall be made available before any excavation or depositing of material in connection with the construction commences on the site and be kept available and in full working order and used until such time as the Local Planning Authority in consultation with the Highway Authority agrees in writing to their withdrawal.

Reason: To ensure that no mud or other debris is deposited on the carriageway in the interests of highway safety.

- 10 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
- b. vehicular, cycle, and pedestrian accesses
- c. vehicular and cycle parking
- d. vehicular turning arrangements
- e. manoeuvring arrangements
- f. loading and unloading arrangements.

Reason: To ensure appropriate on-site facilities in the interests of highway safety and the general amenity of the development and to accord with guidance contained within the National Planning Policy Framework.

Before the Development is Occupied

- 11 No part of the development shall be brought into use until the approved vehicle access, parking, manoeuvring and turning areas approved under condition number 5:

- a. are available for use unless otherwise approved in writing by the Local Planning Authority.

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

Reason: In accordance with Policy INF4 of the Craven Local Plan and to provide for appropriate on-site vehicle facilities in the interests of highway safety and the general amenity of the development.

- 12 The development shall not be brought into use until the access(es) to the site have been set out and constructed in accordance with the published Specification 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 in consultation with the Highway Authority
- e. Any gates or barriers shall be erected a minimum distance of 15metres back from the carriageway of the existing highway and shall not be able to swing over the existing or proposed highway.
- g. 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 shown on the drawings and maintained thereafter to prevent such discharges
- h. The final surfacing of any private access within 2m 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.
- i. Provision of tactile paving in accordance with the current Government guidance

Reason: 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 highways users and compliance with guidance contained within the National Planning Policy Framework.

- 13 Prior to the buildings being brought into use a scheme of hard and soft landscaping works shall be submitted to and approved in writing by the planning authority.

Details of the scheme shall include:

- a) A schedule of planting to comprise species, plant sizes and proposed numbers and density.
- b) The location, design and materials of all hard landscaping works
- c) A programme for the implementation, completion and subsequent management of the proposed landscaping.

The Landscaping Scheme MUST include timescales for the implementation of the works.

All soft and hard landscaping proposals shall be carried out in accordance with the approved planting scheme and management programme. Any planting which, within a period of 5 years from the completion of the development, in the opinion of the planning authority is dying, being severely damaged or becoming seriously diseased, shall be replaced by plants of similar size and species to those originally required to be planted. Once provided, all hard landscaping works shall thereafter be permanently retained.

Reason: To ensure the implementation and management of a satisfactory scheme of landscaping which will help to integrate the proposed development into the local landscape in the interests of the visual amenity of the area and improvements to local biodiversity and to accord to Policies ENV3 & ENV 4 of the Craven Local Plan and the National Planning Policy Framework.

- 14 The development hereby approved shall not be brought into use unless the essential matter, e.g. bat boxes, bird boxes, have been installed.

Reason: In the interests of protecting and enhancing the biodiversity of the environment and to accord with policy ENV4 of the Craven Local Plan and the National Planning Policy Framework.

- 15 Prior to the development being brought into use a Breeam Certificate confirming that the non-residential development built has achieved a Breeam rating of Very Good has been submitted to, and approved in writing by, the Local Planning Authority.

Reason: To ensure that the development is sustainable and makes effective use of energy, water and materials and to comply with policy ENV3 of the Craven Local Plan and the National Planning Policy Framework.

- 16 Prior to first occupation, a finalised maintenance plan of the proposed SuDS drainage scheme arrangement must be submitted and approved by the local planning authority. Details with regard to the maintenance and management of the approved scheme to include; details of the funding mechanisms and/or any other arrangements to secure the operation of the approved drainage scheme/sustainable urban drainage systems throughout the lifetime of the development.

Reason: To prevent the increased risk of flooding and to ensure the future maintenance of the sustainable drainage system and to accord with policy ENV6 of the Craven Local Plan and the National Planning Policy Framework.

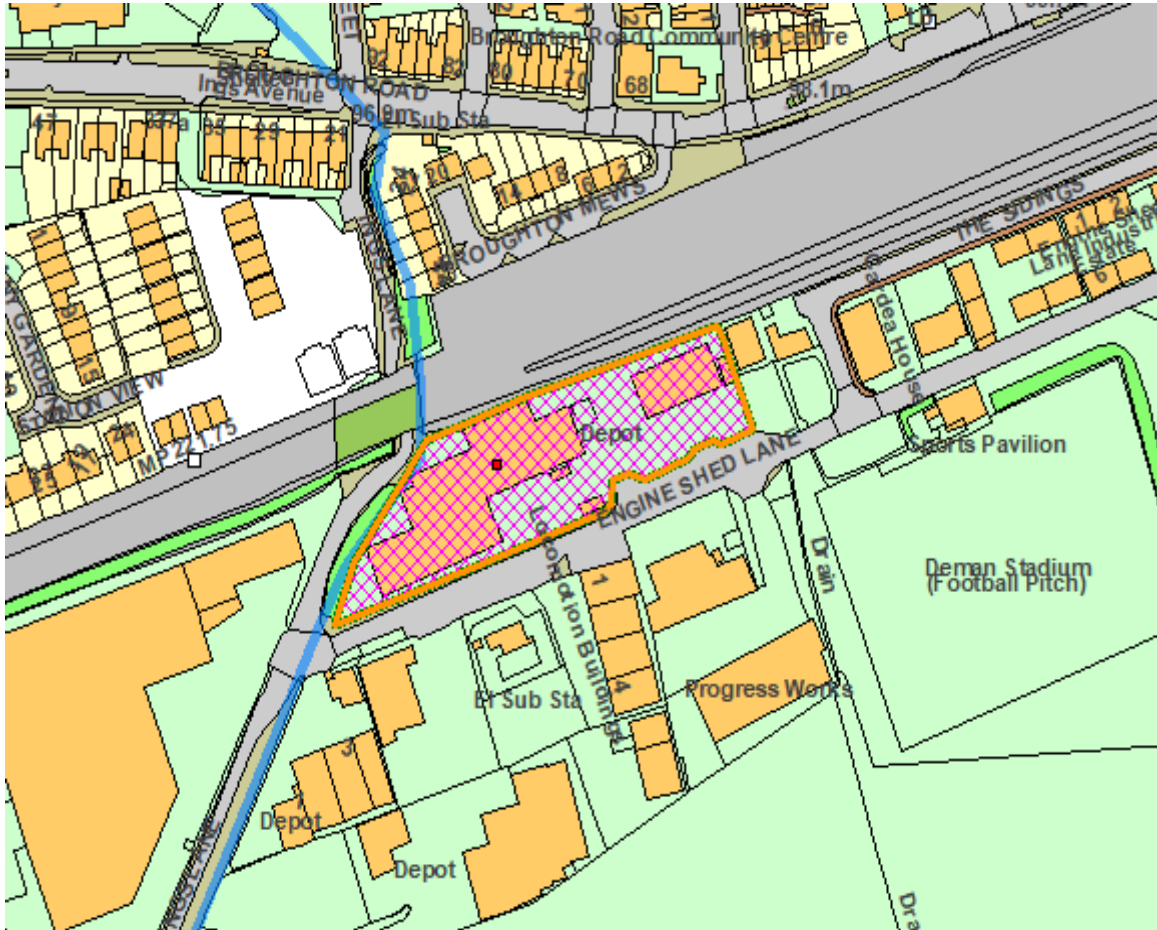
Informatives

1. Please note that at discharge of conditions stage, should the requirements not have been approved as part of a planning application, the applicant is exposed to the risk of being unable to discharge the relevant planning condition.
2. The applicant is advised that if the proposed development will physically affect the PROW then an application to the LPA for a Public Path Order/Diversion Order will be required under S.257 of the TCPA 1990 Act. If however, the impact on the PROW is temporary then an application to the Highway Authority for a Temporary Closure Order is required.

3. Hours of Construction

The hours of operation during the construction phase of development and delivery of construction materials or equipment to the site and associated with the construction of the development hereby permitted should be limited to 0730 hours to 1800 hours on Monday to Fridays and 0730 hours to 1300 hours on Saturday. No work should take place on Sundays or Bank/Public Holidays.

4. Your attention is drawn to the attached note relating to demolition and the requirements of The Building Act.



Application Number: 2019/21073/FUL

Proposal: Proposed demolition of existing buildings and re-development of site to accommodate Council Depot building and light industrial units, with access service areas and parking

Site Address: Locomotive Building Engine Shed Lane Skipton BD23 1UP

On behalf of: Barnfield Construction Ltd And Craven District Council

REPORT TO PLANNING COMMITTEE ON 20th July 2020

Application Number: 2020/21560/VAR

Proposal: Application to vary condition no. 2 (Approved Plans) of Minor Material Amendment to allow Plots 1 and 7 to be detached on planning application reference number 2019/20416/FUL granted 1st August 2019

Site Address: Land To West Of The Old Smithy Skipton Road Farnhill.

On behalf of: Pinnacle View Homes Ltd

Date Registered: 27th March 2020

Expiry Date: 22nd May 2020

EOT Date, if applicable: 20th July 2020

Case Officer: Andrea Muscroft

The application is referred to Planning Committee by Councillor Brown due to concerns over the revised scheme.

1. Site Description

- 1.1 The application site is an irregular shaped parcel of land extending to approximately 0.41 hectares in area to the west of Main Road and south of Skipton Road in the village of Kildwick. The site presently comprises of open grazing land used for chickens. There are a number of structures on the site associated with that use.
- 1.2 The ground levels of the site fall in a southward direction with the perimeter marked by a timber post fence. Located along the northern boundary runs a selection of trees/hedges with further trees along the northern, western and southern boundary protected by a Tree Preservation Order. The site lies within an expansive area identified as Green Wedge, in the 1999 Local Plan. That designation has been carried through to the Submission Document of the Emerging Plan.
- 1.3 The site lies within the Kildwick Conservation Area which was subject to an appraisal in August 2016. The Appraisal identifies the application site as:
- “Open space that makes no or negligible contribution to character and appearance of the Conservation Area”.*
- On the relevant map the site is labelled as field F1 and the open space analysis says of field F1:
- “To the west of Main Road is a triangle of open land consisting of a couple of fields sandwiched between three roads. The southern-eastern side of this triangle is important in defining the historic boundary of the village as seen on the approach from Main Road. The field (F1) in the norther-western corner is less important to the significance of the Conservation Area, as it is not visible on key approach and not particularly visible in any important views, partly due to the tree coverage around it”.*

- 1.4 In addition, located to the north east of the site is the Church of St Andrews a Grade I listed building and Kildwick Bridge which is a Schedule Monument.
- 1.5 The lower section of the site lies within Flood Zones 1 & 2 as identified by the Environment Agency and also lies within a low risk area for development by the Coal Authority.
- 1.6 It should be noted that the application site was granted full planning permission (ref: 2020/21464/FUL) for residential development with associated off-street parking in June 2019.
2. Proposal
 - 2.1 The proposal is seeking approval to vary condition 2 (approved plans) imposed on planning approval 2020/21464/FUL. The development permitted was:

Construction of 7no. dwellings with associated off street parking and infrastructure (Resubmission of refused application 2017/18569/FUL)
 - 2.2 *Officer note:* The application followed the acquisition of the site by the present applicant who has sought to substitute new plans.
 - 2.3 *Officers note:* Following concerns raised by the Council's Heritage Advisor revised plans were submitted to the Council for consideration. The proposal has been assessed based on the revised plans submitted.
 - 2.4 Based upon these latest plans the main changes are summarised as follows:

Re-positioning of Plot 1 & 7

Enlargement of off street parking space serving Plot 1.

Reduction of double garage to single garage.

Reduction in footprint of Plots 2, 4, 5 & 6

Re-positioning of vehicle access serving Plot 7

Re-configuration of internal hard landscaping for Plots, 1, 5, 6 & 7.

Revised window sizes for Plots 2 & 3.

Re-configuration of barn/window opening for Plot 7.

Stone quoins to Plots 2 & 6 end gables.
 - 2.5 The scheme includes some minor changes to the internal configuration of the dwellings that do not require planning permission.
 - 2.6 The proposal seeks to enable the previously approved plan numbers to be updated to reflect the amended plan numbers
 - 2.7 *Officer Note:* While applications under s73 are commonly referred to applications to vary the conditions attached to a particular permission, it should be noted that the original permission remains intact. Therefore, the scope of a LPA jurisdiction when considering an application under s73 is more limited
 - 2.8 *Officer Note:* The application is set against the backdrop of the extant approved development and all other relevant conditions and requirements as originally attached to the approval, unless having been subsequently varied or otherwise to remain the same.
3. Planning History
 - 3.1 5/73/46 – Proposed new agricultural access – Refused September 1988.

- 3.2 549-73PREA – Pre-application advise sought for the development on this site consisting of option 1 – construction of 11 units or option 2 – construction of 18 units.
- 3.3 2017/18569/FUL- Construction of 7 dwellings with associated off street parking – Refused June 2018 – Appeal Lodged and Dismissed November 2018.
- 3.4 2019/20416/FUL - Construction of 7no. dwellings with associated off street parking and infrastructure (Resubmission of refused application 2017/18569/FUL) – Approved June 2019
- 3.5 2020/21689/CND - Submission of details to discharge condition 3 (drainage) and condition 7 (materials) of planning permission 2019/20416/FUL – Details approved June 2020.
- 4. Planning Policy Background
- 4.1 **Craven Local Plan 2012 - 2032**
 - SP1: Meeting Housing Need
 - SP4: Spatial Strategy and Housing Growth.
 - ENV1 - Countryside
 - ENV2 – Heritage.
 - ENV3 – Good Design.
 - ENV4 - Biodiversity
 - ENV6 – Flood Risk.
 - ENV7 – Land and Air Quality
 - ENV8 – Water Resources, Water Quality and Groundwater
 - ENV9 – Renewable and Low Carbon Energy
 - ENV13 – Green Wedges
 - INF4 - Parking Provision
- 4.2 **National Policy**
 - The National Planning Policy Framework – NPPF 2019
 - Planning Practice Guidance – PPG.
- 4.3 **Other documents of relevance**
 - CDC LP Review of Green Wedge Designations in Craven June 2017
 - Draft Kildwick Conservation Area Appraisal 2016
- 5. Parish/Town Council Comments
- 5.1 **Kildwick Parish Council (21.02.20200)** objects to the proposal for the following reasons:
- 5.2 The submitted plan trespasses on to the private access and blocks it.
- 5.3 *Officer Note:* A revised plan was submitted which exclude land not in the ownership of the applicant.
- 5.4 Consider that the revision is not a minor material amendment but a significant change to the previous approval which fails to respect the character of the village.
- 5.5 The revision would be contrary to comments made by the Planning Inspectorate during the assessment of the previously refused scheme.

- 5.6 Fear that the previously approved scheme ref: 20416 would dominate the historic village due to the site, however with two large detached dwellings towering above the Old Smithy and crammed against the original village housing, enormous environmental damage and to the Grade I listed Church.
- 5.7 *Officer Note:* Following the receipt of revised plans further comments were received from Kildwick Parnish (29.4.2020), these comments have been summarised below:
- 5.8 The approval of 2019/20416/FUL broke virtually every guide line in the Craven Local Plan, despite this it was approved by the Committee. The only improvement was the development mirrored the organic growth of the village.
- 5.9 The 'minor alterations' are not in the least minor and change the character of the plan from one that fits into the grain of the village and conservation area to one which jars against it.
- 5.10 Birds nesting in the Hawthorn hedge.
- 5.11 Recommend that the proposal would go before Planning Committee for determination.
- 5.12 The above is a summary of the comments received on this application. The full written text is available for inspection on the application file which can be viewed at <https://publicaccess.cravencdc.gov.uk/online-applications/applicationDetails.do?keyVal=Q7T8MGFKG5G00&activeTab=summary>
6. Consultations
- 6.1 **CDC Heritage Advisor (5.5.2020):** Advice is given at the request of the case officer.
- 6.2 The proposed revision of the siting of Plots 1 & 7 by approximately 1m (1.2m) would be barely perceptible from most views of the development, although it would be obvious in the narrow full-on view. Plot 7 would be set slightly further forward than Plot 1 but would still retain the organic informality of the approved proposal.
- 6.3 The proposal reflects the prevailing grain of the conservation area and the separation of Plots 1 & 7 will make minimal difference to the general appearance of the development which is considered acceptable. However, the exposed corners of units 2 – 6 should be amended to confirm that these will now incorporate quoins.
- 6.4 Amendment to fenestration with the replacement of some glazing bars with single light casements. It is considered that this would dilute a positive characteristic of the approved scheme and thus is not acceptable and should be omitted from the current proposal.
- 6.5 Previously approved plans show windows will have dressed stone reveals and some would have stone mullions. Current drawings suggest that these details will still be implemented but they should be annotated to confirm this, for the avoidance of doubt.
- 6.6 Amendment to doors would dilute a positive characteristic of the approved scheme and thus is not acceptable and should be omitted from the current proposal.
- 6.7 Amendment to arched heads would dilute a positive characteristic of the approved scheme and thus is not acceptable and should be omitted from the current proposal.
- 6.8 Amendment to garage doors would dilute a positive characteristic of the approved scheme and thus are not acceptable and should be omitted from the current proposal.
- 6.9 The principle of Plots 1 & 7 is acceptable, subject to the additions of quoins on the terrace but the other proposed amendments should be resisted and omitted.
- 6.10 *Officer Note:* In response to the Councils Heritage advisor (HA) comments the agent provided revised drawings in line with the suggestions by the Council's HA.

- 6.11 **CDC Heritage Advisor (1.6.2020):** Following the submission of the revised details the following comments are of relevance:
- 6.12 Amendments to the glazing bars are considered acceptable, although it is recommended that the method of opening is confirmed.
- 6.13 Unclear whether the provision of some stone mullions has been incorporated into the design – recommended that this should be annotated on the drawings.
- 6.14 Amendments to doors is considered acceptable.
- 6.15 Amendment to arched openings in relation to the central ‘cart entrance’ is acceptable, however, the opening to unit 7 remains unchanged. Notwithstanding this it is considered acceptable.
- 6.16 Amendments to garage doors now show vertical boarding which is acceptable. Roller shutter doors are indicated to the rear which are acceptable, however, it is impractical to have vertical boarded doors as roller shutters to the front – these should be annotated as side hung or possibly up and over.
- 6.17 *Officer Note:* In response to comments from the Councils HA advisor comments the agent provided revised drawings which have also been annotated as requested by the Council’s HA.
- 6.18 **CDC Tree Officer (21.5.2020):** No objection to the revision.
- 6.19 **Airedale Drainage (21.5.2020):** It is unlikely that the requested variation will make much, if any difference by way of impact on surface water run-off. If the variation is to be approved ADC suggest a condition to limit surface water run-off from the site in order that it would be no greater than greenfield run-off rates.
- The ADC have no further comments to make upon this application
- 6.20 **Historic England (16.4.2020):** Based on the information available, HE do not wish to offer comments. It is suggested that the Council seek the views of its own specialist conservation, as relevant.
- 6.21 **NYCC Highways (29.4.2020):** After reviewing the information with regard to the proposed 3 accesses it is confirmed that the required visibility splays from each access point are achievable and therefore the Highways Authority has no objection to the proposal on highway safety grounds.
7. Representations
- 7.1 Site Notice posted 17th & 24th April 2020.
- 7.2 Press Notice published 23rd April 2020.
- 7.3 27 Notification letters circulated
- 7.4 11 letters of objection where received
- 7.5 Comments have been summarised below:
- 7.6 **Visual**
- Over development and adverse impact on heritage
- Development is inappropriate to the location.
- Proposal is out of character with the area.
- 7.7 **Other issues**

Disrupt local wildlife.

Amendments are not minor.

7.8 **Officer Note:** This is not a material consideration when considering this proposal.

7.9 The above is a summary of the comments received on this application. The full written text is available for inspection on the application file which can be viewed at

7.10 <https://publicaccess.cravenc.gov.uk/online-applications/applicationDetails.do?keyVal=Q7T8MGFKG5G00&activeTab=summary>

7.11 Comments have also been received from Farnhill Parish Council who have made the following observations:

Errors on application form.

No reason given for revision to approved scheme.

Loss of distinct walling styles which makes the proposal bland and unsuitable for the conservation area.

Support Kildwick's Parish recommendation that the application is rejected.

8. Summary of Principal Planning Issues

Principle of development

Impact of variations on the character of the surrounding area.

Impact of variations on the amenity and privacy of neighbouring properties.

Impact of variations on highway safety.

Others

9. Analysis

9.1 **Variation of conditions**

9.2 Section 73 of the Town and Country Planning Act 1990 provides that an application may be made for planning permission without complying with conditions applied to a previous permission. It is stated that LPA's may decide whether to grant planning permission subject to differing conditions (this can include imposing new conditions), remove the conditions altogether or refuse to alter conditions. Thus it is possible to apply for conditions to be struck out, or for their modification or relaxation. The section makes it clear that in considering such an application a LPA may only consider the question of the condition and not revisit the principle of the original development.

9.3 Therefore, only the acceptability of the proposal in the context of the reasons for the imposition of the conditions falls to be considered in the determination of the current proposal. Notwithstanding this, a Section 73 application should be treated just like any other application, and due regard paid to the Local Plan and other material considerations.

9.4 It should be noted that since the grant of the original planning permission, the Craven Local Plan has been adopted and has been taken into account in the assessment.

9.5 **Principle of development.**

9.6 The principle of development, amenity, drainage, trees, flood risk, highways, green wedge and biodiversity have been considered and accepted under the approved planning permission 2019/20416/FUL.

- 9.7 Officer Note: Notwithstanding that the original planning permission was considered prior to adoption of the current Local Plan the principle of development has been established and is not for consideration as part of this application for a variation of that permission.
- 9.8 **Visual impact of development on the street scheme, adjacent conservation area and the Green Wedge.**
- 9.9 Policy ENV2 of the Local Plan reflects the aims and objectives of the NPPF with regards to conserving or enhancing the historic environment.
- 9.10 Policy ENV3 of the Local Plan seeks to ensure high quality design and development proposals respect and/or enhance their surroundings.
- 9.11 The previous scheme was carefully considered under 2019/20416/FUL and whilst it was acknowledged that the proposal would have an impact on the adjacent heritage assets it was considered that on balance the proposal would not cause significant harm to the character of the conservation area or the locally listed structures in accordance with national policy.
- 9.12 A Section 72 (1) of the of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires the Local Authority to pay special attention to the desirability of preserving the character and appearance of Conservation Areas within their area.
- 9.13 The revised proposal seeks to separate Plots 1 & 7 from the approved terrace design by approximately 1.2m and move Plot 1 closer to the road. In addition, the proposal seeks some further revisions as detailed above in section 2 of this report.
- 9.14 Whilst the revised design would have a visual impact it is considered that the proposed revisions as outlined above would not result in any unacceptable loss of uniformity in terms of the its overall terrace appearance. Similarly, the revisions in terms of design and appearance of the development have retained the original proposals appreciation of the local character thus the proposal would be compatible and sympathetic to the surrounding area and adjacent conservation area.
- 9.15 The proposed revisions would also not result in any unacceptable harm to the setting or significance of the nearby listed building.
- 9.16 The proposed revised proposal would continue to be of a similar scale, design, massing and appearance of the previously approved scheme and thus would not result in any unacceptable erosion or compromise the gaps between existing settlements.
- 9.17 Part t) of Policy ENV3 states that development should take all *reasonable* opportunities to incorporate various elements of sustainable design, in accordance with Building Regulations which set standards in relation to a number of sustainability issues, such as energy efficiency and water consumption. It is also important to recognise that these standards are covered by separate regulation for example Parts G & L of the Building Regulations address water efficiency and energy use respectively.
- 9.18 In this instance, the applicant has confirmed that the proposed development would be constructed in accordance with the recommended Breeam standards (e.g. sustainability assessment of building and enhancing site ecology) and building control regulations (e.g. Part L Sustainable development). The approach would ensure a reduction in energy use, water use and thus minimise waste. It is recognised that the installation of solar panels would not be appropriate given the site location adjacent to the conservation area but a condition has been recommended seeking the installation of electric charging points. It is

therefore considered that the proposal has demonstrated that reasonable opportunities have been taken to comply with criteria t) of ENV3.

- 9.19 In conclusion, it is considered on balance that the proposed revisions would not result in any unacceptable harm to the character and appearance of the surrounding area, street scene nor the adjacent conservation area nor would the proposal have an adverse impact on the setting or significance of the adjacent listed building. As such, the proposal accords with the policy requirements of the Craven Local Plan and the guidance contained within the NPPF.
- 9.20 **Impact of development on nearby residential dwellings.**
- 9.21 Policy ENV3 (f) states that proposals should be able to demonstrate that they will secure a good standard of amenity for all existing and future occupants of land and buildings.
- 9.22 Paragraph 127 (f) of the NPPF states that planning decisions should create places that are safe, inclusive with a high standard of amenity for existing and future users.
- 9.23 The previously approved scheme considered that the proposed development would not give rise to any significant loss of light, outlook or privacy to any neighbouring properties.
- 9.24 The proposed repositioning of Plot 1 & 7 and the other revisions as outlined in section 2 of this report are considered minor in nature and would not give raise to any additional concerns in terms of neighbouring amenity to warrant a refusal that could be defended at appeal.
- 9.25 **Impact on highway safety.**
- 9.26 Policy INF4 seeks to ensure that there is sufficient parking provision.
- 9.27 The revised proposal would see the re-position of the access serving Plot 7 and the widen of the vehicle access serving Plot 1. It is considered that these revisions are minor in nature and would not give rise to any additional highway safety issues.
- 9.28 NYCC Highway have been consulted and have not objected to revision on highway safety grounds. Therefore, the previously imposed conditions relating to the design and construction details relating to the accesses will be retained. Similarly, the Highway Authority have not raised any considers that the revised scheme would give rise to additional parking demands upon the on-street parking in relation to the surrounding streets.
- 9.29 No proposed changes to the internal road layout which the Highway Authority considered acceptable when assessing the previously approved scheme.
- 9.30 **Flooding and Drainage issues.**
- 9.31 Policy ENV6 seeks to ensure avoid and alleviate flood risk within the District.
- 9.32 The original scheme was accompanied by a detailed FRA which set out the mitigation measures. Airedale Drainage Board was content that the proposal would be acceptable subject to a condition to requiring a scheme for the provision, implementation and maintenance of a surface water regulation system.
- 9.33 The revised scheme would result in the re-positioning of some of the plots, however, Airedale Drainage Board have reviewed the revised scheme and have raised no objections.
- 9.34 Accordingly, it is considered that the proposal can be controlled through the retention of the original condition.
- 9.35 **Other issues.**

- 9.36 Whilst acknowledging comments expressing concern over the potential impact on biodiversity it is the officer's opinion that a revision to the previously approved scheme would not give rise to any unacceptable biodiversity issues. Furthermore, the proposal has sought to provide compensatory measures in terms bird/bat boxes and native planting. These measures are considered acceptable and can be secured by the use of an appropriate condition.
- 9.37 The original application was accompanied by a detailed arboricultural survey. The Council's Tree officer was content that the proposal would be acceptable subject to a condition being imposed.
- 9.38 The revised scheme would result in an additional section of hedging (approx. 2m) to be removed to facilitate the re-positioning of the vehicle access serving Plot 7. The Council's Tree officer has reviewed the revised plans and has not raised any objections to the revised proposal as the remaining hedging will be in excess of approx. 119m.
- 9.39 **Conclusion**
- 9.40 The variation of condition 2 is appropriate and the application is considered to remain acceptable in terms of design, street scene, green wedge, the impact upon heritage assets/neighbouring amenity, flooding/drainage, ecology, protected trees and highway safety. The application is therefore recommended for approval.

10. Recommendation

- 10.1 Approve no conditions

Conditions

Time Limit for Commencement

- 1 The development must be begun not later than the 1st August 2022.

Reason: To comply with the requirements of section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

Approved Plans

- 2 This permission relates to the following plans:

Location Plan 21.4.2020
Site Location Plan 702.02A
Floor Plans 702.03B
Elevations 702.04C
Landscaping Plan 21.5.2020

Except as provided for by other conditions to this permission, the development shall be carried out in complete accordance with the approved drawings or where alternative details have been subsequently approved following an application for a non-material amendment.

Reason: For the avoidance of doubt and to ensure a satisfactory standard of development in accordance with the policies contained within the Craven Local Plan and the National Planning Policy Framework.

Before you Commence Development

- 3 No development shall take place until a Construction Exclusion Zone has been formed around the Root Protection Areas of the protected trees identified as being retained on the approved plan. The Construction Exclusion Zone shall be provided in the form of protective fencing of a height and design which accords with the requirements BS 5837: 2012. The Construction Exclusion Zone shall be maintained in the duly installed positions during the entirety of the construction period insofar as it relates to these areas of the site.

Reason: To ensure that adequate measures are put in place to protect existing trees which are to be retained as part of the development before any construction works commence in accordance with the requirements of Policy ENV4 of the Craven Local Plan and guidance contained within the National Planning Policy Framework.

- 4 No development shall commence on this site until a Scheme for the provision, implementation and maintenance of a surface water regulation system has been approved in writing by the Local Planning Authority in consultation with the Internal Drainage Board. The rate of discharge would not be expected to exceed that of a 'greenfield site' taken as 1.4 lit/sec/ha.

Reason: To prevent the increased risk of flooding and to comply with policy ENV6 of the Craven Local Plan and the National Planning Policy Framework.

During Building Works

- 5 Prior to any works commencing to the protected trees identified as area A2 within the Ian Tavendale Survey Report dated 23rd August 2017 a detailed scheme for the crown lifting and selective thinning of the protected trees along the field boundaries shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented as in accordance with the approved details.

Reason: To ensure the protection during development of the trees and in order to ensure that the character and amenity of the area is not impaired. To comply with Policy ENV4 of the Craven Local Plan and guidance contained within the National Planning Policy Framework.

- 6 No tree felling, tree works or works to hedgerows shall take place during the optimum period for bird nesting (March to August inclusive) unless a report, undertaken by a suitably qualified person immediately prior to any clearance, has been submitted to and approved in writing by the Local Planning Authority, demonstrating that nesting/breeding birds have been shown to be absent.

Reason: To protect and prevent unnecessary disturbance of nesting birds in accordance with the provisions of the Wildlife and Countryside Act 1981 and the requirements of the National Planning Policy Framework.

- 7 No above ground works shall take place until a scheme for the disposal of foul and surface water from the site has been submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed in writing with the Local Planning Authority, the scheme shall include:

- (i) separate systems for the disposal of foul and surface water;
- (iv) details of how the scheme will be maintained and managed after completion.

The scheme shall be implemented in accordance with the duly approved details before any of the plots are first occupied, and shall be maintained and managed as such thereafter.

Reason: To ensure that the development is not at risk of flooding and does not increase flood risk elsewhere, and that adequate measures are put in place for the disposal of foul and surface water in accordance with the requirements

- 8 The development hereby approved shall be carried out in conformity with the details contained within the Flood Risk Assessment and retained thereafter.

Reason: To ensure that Flood Risk is satisfactorily addressed and to comply with policy ENV6 of the Craven Local Plan and the National Planning Policy Framework.

- 9 Unless otherwise approved in writing by the Local Planning Authority, there shall be no excavation or other groundworks, except for investigative works, or the depositing of materials on the site until the access(es) to the site have been set out and constructed in accordance with the published Specification of the Highway Authority and the following requirements

The details of the access shall have been approved in writing by the Local Planning Authority in consultation with the Highways Authority.

The crossing of the highway verge and/or footway shall be constructed in accordance with the approved details and/or Standard Detail number E6.

Reason: To ensure a satisfactory means of access to the site from the public highway in the interests of vehicle and pedestrian safety and convenience and to comply with policy INF4 of the Craven Local Plan and the National Planning Policy Framework.

- 10 Notwithstanding any details shown on the approved plans and the requirements of condition 2 of this permission, within three months of development first taking place a landscaping scheme for the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the type, species, siting, planting distances and the programme of planting of trees, hedges and shrubs. The duly approved landscaping scheme shall be carried out during the first planting season after the development is substantially completed and the areas which are landscaped shall be retained as landscaped areas thereafter. Any trees, hedges or shrubs removed, dying, being severely damaged or becoming seriously diseased within five years of planting shall be replaced by trees, hedges or shrubs of similar size and species to those originally required to be planted.

Reason: In the interests of the amenity of the area and to comply with the requirements of policy ENV3 of the Craven Local Plan and the National Planning Policy Framework

- 11 Within 3 months of development first taking place, details of the height, design, materials and finish of all boundary treatments at the site (the siting of which is shown on the approved plan submitted with application showing siting of boundary wall and fencing shall be submitted to and approved in writing by the Local Planning Authority. The boundary treatments shall be constructed in accordance with the duly approved details before the building is first occupied, and retained as such thereafter.

Reason: In the interests of site security and to ensure a satisfactory relationship with the character of surrounding buildings and the street scene and to comply with the requirements of policy ENV3 of the Craven Local Plan and the National Planning Policy Framework

- 12 Notwithstanding any details shown on the approved plans and the requirements of condition 2 of this permission, within three months of development first taking place a scheme for the construction of all hard surfaced areas of the development shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the design, construction (including sub layers and surfacing materials) and drainage of all hard surfaced areas, and a timetable for their provision. The hard surfaced areas shall thereafter be delivered in accordance with the duly approved scheme and the timetable contained therein.

Reason: In order to ensure satisfactory treatment of hard surfaced areas and a satisfactory standard of engineering works in the interests of visual amenity in accordance with Policy ENV3 of the Craven Local Plan and guidance contained within the National Planning Policy Framework.

- 13 Wildlife boxes shall be installed around the site, so far as practicable and retained thereafter.

Reason: To promote biodiversity in accordance with the requirements of policy ENV3 of the Craven Local Plan and the National Planning Policy Framework.

- 14 Unless otherwise agreed in writing by the Local Planning Authority, no above ground works shall commence until:
a) evidence that the development is registered with the Building Research Establishment (BRE) under BREEAM showing that the development will achieve an BREEAM rating 'Very Good' shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the development is sustainable and makes efficient use of energy, water and materials to comply with policy ENV3 of the Craven Local Plan and the National Planning Policy Framework.

- 15 The applicant/developer is advised that in the interests of promoting sustainable travel opportunities electric vehicle charging points should be provided.

Reason: In the interest of sustainable travel and to comply with policy ENV3 of the Craven Local Plan and the National Planning Policy Framework.

Before the Development is Occupied

- 16 Prior to the occupation of any dwellings, a management plan for the future maintenance of the open grassed spaces and trees/hedges as shown on the approved drawings (excluding the private amenity spaces associated with each dwelling) shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the open grassed areas shall be permanently maintained in accordance with the approved management plan.

Reason: In the interests of visual amenity and residential amenity and to accord with the requirements of Policy ENV3 of the Craven Local Plan and the requirements of the National Planning Policy Framework.

- 17 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 in accordance with the requirements of Craven Local Plan policy INF4 and the National Planning Policy Framework.

Ongoing Conditions

- 18 Notwithstanding the provisions of Schedule 2, Part 1, Class A of the Town and Country Planning (General Permitted Development) (England) Order 2015, or any equivalent Order following the revocation and re-enactment thereof (with or without modification), no windows other than those

expressly authorised by this permission shall be inserted in the western side facing elevation of the dwelling on plot 1 (as identified on the approved plans).

Reason: To safeguard the privacy of occupiers of neighbouring dwellings and ensure satisfactory levels of amenity for adjoining residents in accordance with the

- 19 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2018, for the time being in force, the garage(s) shall not be converted into domestic accommodation without the granting of an appropriate planning permission.

Reason: To ensure these areas are kept available for their intended use in the interests of highway safety and the general amenity of the development.

- 20 The disposal of surface water shall be implemented in accordance with approved details considered under application 2020/21689/CND.

Reason: To ensure the development is provided with satisfactory means of drainage and to reduce the risk of flooding and to comply with policy ENV6 of the Craven Local Plan and the National Planning Policy Framework.

- 21 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 and in accordance with the National Planning Policy Framework.

- 22 The hard surface hereby approved shall be made of porous materials and retained thereafter or provision shall be made and retained thereafter to direct run-off water from the hard surface to a permeable or porous area or surface within the curtilage of the dwellings.

Reason: To reduce the risk of flooding and pollution and increase the levels of sustainability of the development.

- 23 The external surfaces of the development shall be constructed in accordance with approved details considered under application 2020/21689/CND.

Reason: To ensure use of appropriate materials which are sympathetic to the character of the rural area and the site's surroundings in the interests of visual amenity in accordance with the requirements of Craven Local Plan policy ENV3 and the National Planning Policy Framework.

Informatives

1. Adherence to approved plans/conditions

Failure to adhere to the details of the approved plans or to comply with the conditions contravenes the Town and Country Planning Act 1990 and enforcement action may be taken.

2. Bats

The applicant is reminded that under the Habitat Regulations it is an offence to disturb, harm or kill bats. If a bat is found during the development all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Any works involving the destruction of a bat roost will require a European Protected Species Licence from Natural England.

3. All wild birds, nests, eggs and young are protected under the Wildlife & Countryside Act 1981 (as amended). The grant of planning permission does not override the above Act. All applicants and sub-contractors are reminded that persons undertaking site clearance, hedgerow removal, demolition works etc. between March and August may risk committing an offence under the above Act and may be liable to prosecution if birds are known or suspected to be nesting. The Council will pass complaints received about such work to the appropriate authorities for investigation. The Local Authority advises that such work should be scheduled for the period 1 September-28 February wherever possible. Otherwise, a qualified ecologist should make a careful check before work begins.

4. The applicant is reminded that, under the Wildlife and Countryside Act 1981 as amended it is an offence to remove, damage or destroy the nest of a wild bird, while the nest is in use or being built. Planning consent does not provide a defence against prosecution under this act. If a bird's nest is suspected work should cease immediately and a suitably experienced ecologist employed to assess how best to safeguard the nest(s).

5. Noise

The applicant needs to have regard to the BS8233:2014 Guidance on 'Sound Insulation and Noise Reduction for Buildings' which presents guideline noise levels for both inside and outside dwellings.

6. The applicant is kindly requested to give the Council's Tree Officer 14 days prior notice in writing of any approved tree works that are to be undertaken as part of this development. This will enable the Council to inform local Councillors about imminent tree works, who can then answer enquiries from members of the public. Tree works, in particular tree felling associated with development, are often controversial and this information is requested because it will assist in reducing the potential for conflict when tree works are taking place.

7. Topsoil

The applicant is advised it is the responsibility of the developer to ensure that any topsoil brought on site is free from metals, plastic, wood, glass, tarmac, paper and odours associated with contaminated soils as specified in BS 3882: 2015 Specification for Topsoil. Supplier(s) details and confirmation on the source(s) of any topsoil materials brought on site should be made available for inspection at the request of the Council's Environmental Health Department.

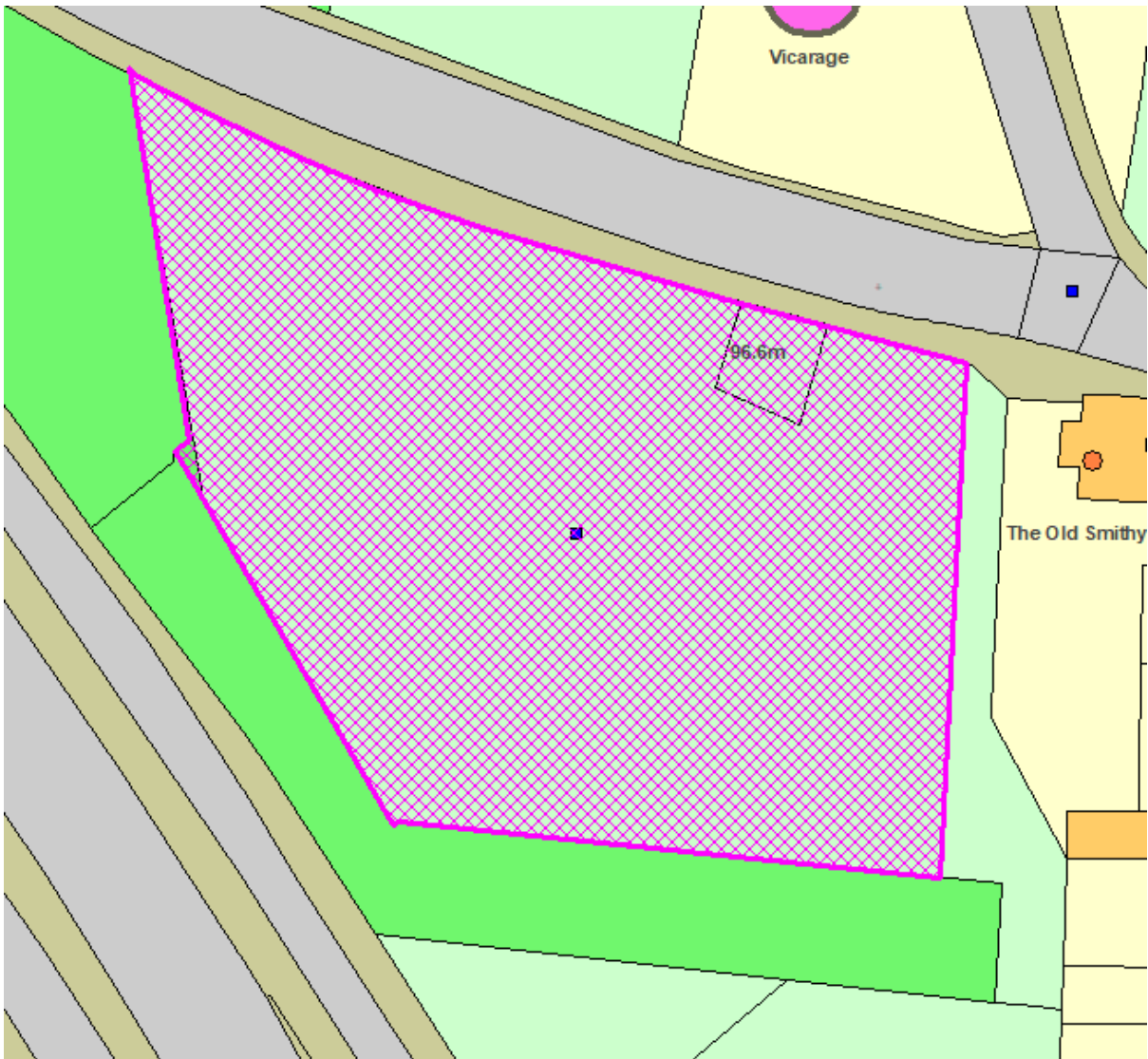
8. Broadband Connectivity

The applicant is advised to undertake early engagement with telecommunication providers to ensure the development benefits from the highest quality broadband connectivity available. Lead times for the provision of broadband services can be in excess of 9 months prior to occupation of the first dwelling.

The District Council has produced a document, "Broadband Connectivity for New Developments in Craven - A Briefing Note for Developers" which provides a general introduction to broadband connectivity in the District. The briefing note is available by emailing edu@cravenc.gov.uk or can be downloaded from the District Council website.

5. Statement of Positive Engagement:

In dealing with this application Craven District Council has sought to approach the decision making process in a positive and creative way, in accordance with the requirements of paragraph 38 of the NPPF.



Application Number: 2020/21560/VAR

Proposal: Application to vary condition no. 2 (Approved Plans) of Minor Material Amendment to allow Plots 1 and 7 to be detached on planning application reference number 2019/20416/FUL granted 1st August 2019

Site Address: Land To West Of The Old Smithy Skipton Road Farnhill

On behalf of: Pinnacle View Homes Ltd

REPORT TO PLANNING COMMITTEE ON 20th July 2020

Application Number: 2019/20654/REM

Proposal: Reserved Matters Application for residential development (submitted pursuant to approved planning reference 2017/18839/VAR that authorises the construction of housing on the site)

Site Address: Land At Shires Lane Emsay

On behalf of: Candelisa Ltd And Chatsworth Settlement Trust

Date Registered: 18th June 2019

Expiry Date: 17th September 2019

EOT Date, if applicable: 24th January 2020

Case Officer: Mr Sam Binney

The application is referred to planning committee as it was deferred from the February 2020 meeting to allow the applicant the opportunity to provide additional information in regard to flood risk and drainage concerns

1. Site Description

- 1.1 The application site comprises a 1.25ha area of undeveloped grassland located on the southern side of Shires Lane in Emsay. The site, which fronts onto Shires Lane to the north and lies adjacent to Low Lane to the east, falls in level from north to south and adjoins the boundary of the village cricket club to the west. The level of the land rises distinctly at the eastern end.
- 1.2 The site is bounded by open fields to the east and south and there is residential development to the north on the opposite side of Shires Lane. The land to the west of the site on the opposite side of the cricket club has extant planning permission for residential development.
- 1.3 In terms of the wider landscape setting the site forms part of larger a patchwork of fields that are situated to the south and east of the main settlement. To the south the field pattern is truncated by the Emsay Steam Railway line whilst Skipton quarry is located further south on the opposite side of the railway line.
- 1.4 There are clear views across the application site from and to Shires Lane and Low Lane. The site is on the edge of the settlement and, while not the principal entrance to the village, would form part of the road approach to the settlement from Halton East.
- 1.5 There is only one tree on the application site itself which is located in the south-west corner. However, there are rows of trees whose canopies encroach onto the site that form a distinct visual barrier to the south-west corner between the site and the neighbouring cricket club and the land to the south. There are also a small number of trees to the site frontage that lie within the grassed highway verge of Shires Lane and overhang the site. There are also several trees on the northern side of Shires Lane that are protected by a Tree Preservation Order.
- 1.6 The site is a housing commitment in the Local Plan (a Tier 4b settlement as identified in the Craven Local Plan), and is adjacent to the Main Built-up Area of that settlement.

2. Proposal

- 2.1 The application seeks approval of the appearance, landscaping, layout and scale of the dwellings as reserved by condition in outline permission 26/2015/15886 granted on appeal 28th July 2016.
- 2.2 The details include the construction of 40 dwellings on the site utilising the 2 access points from Shires Lane approved under the aforementioned outline permission. Proposed landscaping includes both soft and hard landscaping. This will consist of timber fences to the plot boundaries to the front and rear, with additional planting dispersed across the site though predominantly to the north and east boundaries. Overall, the properties have small front gardens with larger gardens to the rear with car parking being provided through a mix of driveways, integral garages and a car parking barn to the west end of the site.
- 2.3 **Officer's Note:** The means of access to the completed development has been fixed as part of the outline planning permission ref: 26/2015/15886 and cannot, therefore, be altered at reserved matters stage.
- 2.4 Other matters such as drainage, highways, off-site highway works, open space contributions, affordable housing contributions etc. were all considered at outline stage and conditions were placed on that permission that will need to be complied with and further information supplied to discharge some of those conditions prior to the commencement of development. The principle of developing the site and its access has therefore been established by the outline permission.
- 2.5 The site proposes:
- 8 No. 1-bedroom properties,
 - 6 No. 2 bedroom dwellings,
 - 19 No. 3-bedroom dwellings, and;
 - 7 No. 4+ bedroom dwellings.
3. Planning History
- 3.1 26/2015/15886: Outline application for residential development with all matters reserved other than access (from Shires Lane). Refused. 25/09/2015. Appeal allowed 28th July 2016.
- 3.2 26/2015/16100: Application for screening opinion under the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 for proposed residential development (Relating to Outline Planning Application Ref: 26/2015/15886). Environmental Assessment not required August 2015.
- 3.3 2017/18839/VAR: Application for variation of condition no. 6 (provision of affordable housing) on planning appeal reference number APP/C2708/W/16/3144561 dated 28/07/2016 relating to planning application referenced 26/2015/15886. Approved 24/08/2018.
4. Planning Policy Background
- 4.1 Local Plan Policies:
- ENV1: Countryside and Landscape
 ENV3: Good Design
 INF4: Parking Provision
- 4.2 National Policies:
- The National Planning Policy Framework.
 National Planning Policy Guidance
5. Parish/Town Council Comments
- 5.1 **Embsay with Eastby Parish Council:** Object. A summary of the objection is outlined below:
- 5.2 Comparison to outline

- The Parish feels the application varies too significantly to the outline consent.
- The application is now far denser than the outline scheme and is a significant and unacceptable departure from the outline scheme.
- The proposed housing is closer to Low Lane than the outline consent and will have an adverse visual impact.

Affordable housing/Open space

- Disappointed to see the affordable housing units grouped together.
- Parish would want monies from a S106 contribution for public open space off-site within the Parish.

Highways

- Restriction to a single access deprives farm tenant access to grazing land and causes concern for access by emergency vehicles.
- Concern over vehicles parking on the highway.
- Parish feel that the highway condition for a scheme for highway improvement works should have been submitted.

Surface water/flooding

- Does not want surface water from the development to intensify flow into the beck.

5.3 Following revised plans, the following re-consultation response was received:

- Concern no solutions put forward regarding housing providers and Yorkshire Water.

Highways

- Request for S106 monies to be allocated to highway improvement works to Shires Lane.
- New parking layout is impractical and unrealistic.
- Additional gated access point to agricultural land is unworkable.

Scale

- Concern over the scale of the dwellings to the east of the site toward Low Lane.

Landscaping

- Proposed landscaping will need maintenance.
- Request for condition for future maintenance of the strip of land between proposed houses and cricket pitch.

Other

- Parish feels the Inspectorate should see the application again due to degree of changes from the outline permission.

6. Consultations

6.1 **Environment Agency:** "Based on the information submitted, we have no comments on this reserved matters consultation".

6.2 **NYCC Highways:** The layout provided shows the highway layout from its junctions with Shires Lane. Turning heads not provided at the end of the highway. Car parking standard applies to the site. Request for the layout to be amended.

6.3 **Officer's Note:** Following the amended layout, including the plans reverting to 2 access points to match the outline consent, reconsultation took place and the response stated no objection and recommended a condition regarding the construction of roads and footways.

- 6.4 **Yorkshire Water:** Previous concern overcome regarding the site layout impacting a public sewer. No objections subject to a condition regarding protection of the public sewer.
- 6.5 **Historic England:** On the basis of the submitted information, do not wish to offer any comments.
- 6.6 **Natural England:** “no comments to make on this application”.
- 6.7 **NYCC SuDS:** No objection subject to the imposition of planning conditions regarding flood mitigation and finished floor levels.
- 6.8 **Officer’s Note:** Following the February 2020 committee the applicant provided additional information on 05h June 2020 and 26th June 2020 and NYCC SuDS reconsulted. The LLFA stated that they are happy with the methodology of the blockage analysis and flood risk elsewhere. However, the issue of the ownership of the alleviation scheme and who pays for the maintenance of the scheme needs to be confirmed.
- 6.9 **Sport England:** Holding objection. Sport England would consider withdrawing the holding objection when details of a ‘secure by design’ 2.4 metre fence to the north, south and east boundary of the buffer zone are provided in order to prevent any unauthorised access from residents of the proposed housing.
- 6.10 **Yorkshire Wildlife Trust:** No comments received within statutory consultation period.
- 6.11 **Yorkshire Dales National Park:** No objections but recommend conditions regarding external lighting and a native landscaping scheme.
- 6.12 **NYCC Ecologist:** No comments received within statutory consultation period.
- 6.13 **NY Police:** No objection but recommend conditions to address comments regarding integration of affordable housing, positioning of internal footpaths, boundary treatment details, remote parking, secure cycle storage, security lighting, street lighting and landscaping.
- 6.14 **NYCC Education:** There is a shortfall of 18 places for primary school places. A contribution is required through a S106 agreement for this shortfall.
- 6.15 **CDC Environmental Health:** No objections subject to conditions regarding construction hours, dust, electric vehicle charging points, and clean topsoil.
- 6.16 **CDC Sports Development Officer:** Application is acceptable. No on-site open space provision is proposed but off-site provision is acceptable if a planning gain contribution is secured by a S106 agreement.
- 6.17 **NYCC Archaeology:** No objection to the proposal and have no further comments to make.
- 6.18 **CDC Trees Officer:** No objection but recommend a condition requiring the submission of a landscaping scheme
- 6.19 **Health and Safety Executive:** A consultation was undertaken with HSE via the HSE Planning Web App. The response states “Do Not Advise Against, consequently, HSE does not advise, on safety grounds, against the granting of planning permission in this case”.
- 6.20 **CDC Strategic Housing:** Number of affordable homes (12 out of 40) in line with policy, of which 4 will be shared ownership though should be integrated into the site.
- 6.21 For full copies of consultation responses, please refer to the following link:
<https://publicaccess.cravencd.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=PTAFH1FK03K00>
7. **Representations**
- 7.1 Site Notice dated 06th September 2019.
- 7.2 Press Notice published 05th September 2019.
- 7.3 Notification letters sent to 15 neighbouring properties.

7.4 8 letters of representation have been received from 7 properties all objecting to the scheme. A summary of the objections is outlined below:

7.5 Visual impact

- Development of this scale would ruin the village character.
- Site is a greenfield site and would diminish views from Shires Lane.
- The development looks too cramped.
- Dwellings should be set back from Shires Lane and Low Lane.

Highways

- Concern over additional traffic.
- No provision of public footpath along Shires Lane.
- Inadequate parking.

Ecology

- Loss of wildlife habitat.

Surface water/flooding

- Concern over risk of flooding/surface water drainage.

Local Facilities

- Lack of school places locally.
- Embsay does not have capacity for additional housing.

Comparison to outline

Plans show little resemblance to the outline consent.

Affordable Housing

- Affordable housing should be integrated throughout the site.

Landscaping

- Landscaping is required for the site.

Other

- Dwellings already in construction off Shires Lane
- Concern over foul water discharge.
- Request that work suspended on all major housing sites in Embsay until Yorkshire Water upgrade foul water system for the village.

7.6 For full copies of representations, please refer to the following link:

7.7 <https://publicaccess.cravenc.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=PTAFH1FK03K00>

8. Summary of Principal Planning Issues

8.1 Principle of development.

8.2 Scale, design and visual impact on the character of the area.

8.3 Residential amenity.

8.4 Internal Highway Layout.

9. Analysis

Principle of development

9.1 The principle of residential development has already been established through outline consent 26/2015/15886 approved at appeal in July 2016. The outline consent covered the principle of development together with the access details.

Scale, design and visual impact on the character of the area

9.2 The overarching objective of policy ENV3 seeks to support development proposals which benefit the local economy, environment and quality of life. In particular, development should respect the form of existing and surrounding buildings including density, scale, height, massing and use of high quality materials.

9.3 Section 12 of the NPPF highlights the importance of good design and its key role in providing sustainable development. Paragraph 127 states that LPAs should ensure that developments are visually attractive, are sympathetic to local character and history, and establish a strong sense of place.

9.4 Paragraph 130 however, does state that permission should be refused for development of poor design that fails to take opportunities available for improving the character and quality of an area, taking into account local design standards or style guides. Conversely, where the design accords with clear expectations in plan policies, design should not be used by the decision maker as a valid reason to object to development.

9.5 Whilst the principle of development on this site has been established by the outline permission, it is important to ensure that the appearance, scale, landscaping and layout of the development is sympathetic to the rural character of the site and that it does not conflict with the character and appearance of the area.

9.6 Scale/Appearance

9.7 The topography of the site slopes down in a north-south direction with the exception of a banking to the east of the site which forms a small plateau at a similar ground level to the adjacent Low Lane. One of the most prominent views across the whole site is achieved from the north-east at the junction of Shires Lane and Low Lane. From this vantage point, you will be able to note the differing ground levels as well as the different ridge lines of the buildings. This is considered to create visual interest throughout the site.

9.8 The site is at a lower level than the nearest dwellings to the north of Shires Lane which are a mix of 2-storey dwellings and dormer bungalows. Due to the change in levels the mix of dwellings is considered appropriate. The scale is considered to be similar to those in the surrounding area and they respond well to the constraints of the site and create visual interest.

9.9 There is a mix of dwelling types throughout the site including different heights, window placements, a combination of semi-detached and detached properties and a variance in eaves and ridge levels. The dwellings in Embsay are predominantly 2-storey with some dormer bungalows scattered throughout. It is this scale and form which has influenced that scale of the dwellings.

9.10 The dwellings are to utilise natural stone with sawn stone window and door surrounds, and slate roofs. The design of the properties varies depending on the size of the dwelling and positioning within the site. The main differences include the inclusion of stone quoins, internal/external chimneys, presence of integrated garaging, and balconies.

9.11 There is no prevailing character to the form of dwellings in regard to the use of materials as there is a wide variety in the area. However, the conservation area to the north-west is mostly coursed gritstone, timber windows and grey slates. However, as the site is outside of the conservation area, as with the site to the north of Shires Lane and to the west of the cricket pitch, a more modern approach is considered appropriate in this location.

9.12 Overall, it is considered that the scale and appearance of the dwellings is acceptable. While the details of the materials have been submitted, it is considered appropriate in this instance to impose planning conditions regarding the submission and approval of material details as well as the construction of a sample panel.

9.13 Layout

9.14 The layout has principally evolved from the 2 access points approved in outline consent 26/2015/15886 which are both from Shires Lane which are set roughly equidistant from each other as well as the east and west boundaries to the site.

9.15 The topography of the site also slopes down in a north-south direction with the exception of a banking to the east end of the site which forms a small plateau at a similar level to the adjacent highway of Low Lane. The internal road layout takes account of these constraints with the internal roads penetrating through the site mostly in a north-south manner.

9.16 The banking to the east will be excavated to allow for the construction of dwellings that are 2-storey dwellings that are able to front the internal highway to match the other proposed dwellings across the site. It is considered that the proposed layout is acceptable as it respects the topography of the site and the surrounding area.

9.17 Landscaping

9.18 The landscaping consists of both hard and soft landscaping. The soft landscaping is indicative on the submitted plans but includes a mix of trees and shrubs throughout the site, together with private lawned amenity areas for each of the dwellings.

9.19 The hard landscaping consists of hardstanding to the private driveways, paving for paths to the dwellings, and private patio areas to the rear of most dwellings. The exact details are also indicative.

It is considered that appropriate conditions should be imposed requiring the submission of all of the details for the hard and soft landscaping prior to their first use for the development. It is considered that the proposal is acceptable in regard to landscaping subject to the imposition of the aforementioned conditions.

Residential amenity

9.20 Policy ENV3 of the Local Plan states that development should protect the amenity of existing residents and business occupiers as well as create acceptable amenity conditions for future occupiers.

9.21 Paragraph 127 of the NPPF also states that planning decision should ensure that developments create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.

9.22 The proposed dwellings are all to be accessed from the main public highway of Shires Lane through either of 2 approved access points and whilst there is a mix in the orientation of these dwellings the key principal elevations will be fronting onto the internal road layout. Each property would have a private amenity area to the rear of those properties.

9.23 The positioning, separation distance, and orientation of the dwellings does vary throughout the site. However, this has been done to ensure that window and door openings would not result in an unacceptable loss of privacy to nearby residents or between the future occupants of the proposed dwellings.

9.24 The boundary treatment is currently a drystone wall to the frontages with Shires Lane and Low Lane, as well as the site boundaries to the cricket ground to the west and part of the existing landscaped areas to the south. The drystone wall will be extended across the southern boundary to meet Low Lane to enable a defined boundary to be created for all the proposed properties. The proposed boundary treatments to the sides of each property will otherwise consist of 1.8m high

timber fencing. This will help to improve the level of privacy between the amenity areas of each property.

- 9.25 Due to the sloping topography of the site, the height of the proposed dwellings, and their proposed separation, it is considered that there is an opportunity for overshadowing to occur to garden amenity areas. However, the shadowing will predominantly be cast across the garden amenity areas and parking/turning areas of the associated property. It is considered that given the separation distance, positioning and orientation of the properties, the impact of overshadowing is to be minimal and acceptable.
- 9.26 For the aforementioned reasons, it is considered that no significant loss of amenity to neighbouring properties would arise as a result of the proposed development upon existing dwellings, or between the proposed dwellings once built.

Internal Highway Layout

- 9.27 Policy INF4 is supportive of development proposals that include an appropriate level of off-street parking provision.
- 9.28 The application proposes 40 total dwellings with associated parking spaces. These parking spaces are to be fulfilled through a combination of private driveways, integral garages and a car parking barn. The Highway Authority has parking standards which indicate the level of parking spaces to be provided for residential development depending on the number of bedrooms for the dwellings and how rural the development site is. For a rural area, the parking standard is 1 space for 1 bedroom dwellings, 2 spaces for 3 or 4 bedroom properties and 3 spaces for 4 or more bedroom properties.
- 9.29 The site proposes:
- 8 No. 1-bedroom properties,
 - 6 No. 2 bedroom dwellings,
 - 19 No. 3-bedroom dwellings, and;
 - 7 No. 4+ bedroom dwellings.
- 9.30 This would generate an overall parking requirement across the site of 79 parking spaces. The application proposes 91 total off-street car parking spaces (including inside garages and car ports) which is in excess of the minimum parking standards. It is considered that this amount of parking is appropriate and acceptable for the site.
- 9.31 The Highway Authority was consulted for this application and they stated that the layout needed amending due to the lack of turning heads by plots 17 and 18 and that the car parking standard will apply to the site.
- 9.32 The layout has since been amended to ensure that all properties have a sufficient amount of off-street car parking spaces to meet the Highway Authority car parking standards. Additionally, the layout has been amended slightly to allow for the turning heads to the end of the private roads.
- 9.33 Following these amendments, the Highway Authority was reconsulted. They stated that they had no objections to the proposal though recommend a planning condition regarding the construction of adoptable roads and footways. In addition to that condition, it is considered necessary in this instance to impose additional planning conditions restricting the conversion of garages to habitable rooms and the retention of parking and turning areas. Other conditions have been imposed on the outline consent which would still take effect for the development of the site including the creation of the vehicle accesses, highway works and parking/turning areas.
- 9.34 For the aforementioned reasons, it is considered that the proposal would not result in an unacceptable impact on highway safety or that the cumulative impacts would be severe. The proposal would result in intensification of the use of the highway but subject to the aforementioned conditions, it is considered to be appropriate and acceptable.

Other Matters

9.35 Drainage and flooding

9.36 Drainage and flooding are important considerations in the provision of housing. While the site is not within a designated flood risk zone, it is prone to surface water flooding. In particular, the surface water crosses the site from the north-east corner flowing, eventually, to Haw Beck to the south of the site by the railway line.

9.37 Several rounds of consultation have taken place with the Lead Local Flood Authority (LLFA) as well as the Environment Agency. While the Environment Agency has no comments to make, the LLFA has stated they are satisfied that its original concerns regarding the risk of flooding to properties can be alleviated through the proposed mitigation measures and recommend the imposition of planning conditions regarding flood mitigation and finished floor levels.

9.38 Following concerns at the February 2020 committee meeting, the applicant provided additional information to replace those planning conditions with compliance conditions in an effort to demonstrate that the flood risk and drainage concerns are resolved in advance of determining the application. The LLFA has stated that they are happy with the submitted details in regard to the methodology of the blockage analysis and flood risk elsewhere though the ownership and maintenance of the alleviation scheme needs resolving.

9.39 It is considered that subject to the imposition of the aforementioned planning conditions, the proposal is acceptable in regard to flood risk.

9.40 Cricket Pitch

9.41 The application site is adjacent to the Embsay Cricket Club playing field as it forms a boundary to the west of the application site. Accordingly, Sport England was consulted on the proposal and submitted a holding objection on the grounds that the proposal does not include the provision of a 2.4m 'secure by design' fence recommended by the English Cricket Board (ECB).

9.42 These details were not forthcoming prior to making a recommendation on the report. However, it is considered that these details are reserved by condition 10 of the outline permission requiring the submission of details of the design and layout of ball stop netting or fencing in relation to the cricket field prior to the commencement of development which require the details to be approved in writing by the Local Planning Authority. On this basis, the concerns of Sport England have been overcome by the existing condition on the outline consent.

9.43 Conclusion

9.44 Paragraph 11 of the NPPF advises that LPA's should be:

"approving development proposals that accord with an up-to-date development plan without delay; or where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless

i) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole."

9.45 On balance, it is considered that there are no adverse impacts arising from the proposed development that would significantly and demonstrably outweigh the overarching presumption in favour of sustainable development contained within paragraph 11 of the NPPF, and therefore there are no grounds to withhold planning approval.

10. Recommendation

10.1 Approve with Conditions

Conditions

Time Limit for Commencement

- 1 The development be begun not later than the expiration of two years from the date of this permission.

Reason: Reason: To comply with the requirements of section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

Approved Plans

- 2 The permission relates to the following plans:
 - Drawing No. 0140 Rev A "Culvert Works" received 12th March 2020.
 - Drawing No. 0141 "Culvert Details" received 12th March 2020.
 - Drawing No. 0801 Rev C "Proposed Full Model" received 12th March 2020.
 - Drawing No. 142-EX-01 Rev F "Proposed Site Layout" received 12th March 2020.
 - Drawing No. 142-EX-02 Rev C "Proposed Street Scenes/Sections" received 12th March 2020.
 - Drawing No. 142-EX-03 Rev A "Proposed Street Scenes/Sections" received 12th March 2020.
 - Drawing No. 142/100 Rev A "Plot 1 & 2 - Ground Floor Plans" received 23rd August 2019.
 - Drawing No. 142/101 Rev A "Plots 1 & 2 - Elevations" received 23rd August 2019.
 - Drawing No. 142/102 Rev B "Plots 3 to 4 & 18 to 19 - Ground Floor Plans" received 08th January 2020.
 - Drawing No. 142/103 Rev B "Plots 3 to 4 & 18 to 19 - Elevations" received 08th January 2020.
 - Drawing No. 142/104 Rev B "Plots 5 to 6 & 20 to 21 (Handed) - Floor Plans" received 08th January 2020.
 - Drawing No. 142/105 Rev B "Plots 5 to 6 & 20 to 21 (Handed) - Elevations" received 08th January 2020.
 - Drawing No. 142/106 Rev B "Plots 7 to 10 - Ground Floor Plans" received 08th January 2020.
 - Drawing No. 142/107 Rev B "Plots 7 to 10 - Elevations" received 08th January 2020.
 - Drawing No. 142/108 Rev B "Plots 11 (Handed) & 33 - Floor Plans" received 08th January 2020.
 - Drawing No. 142/109 Rev B "Plots 11 (Handed) & 33 - Elevations" received 08th January 2020.
 - Drawing No. 142/110 Rev B "Plots 12 - Floor Plans" received 08th January 2020.
 - Drawing No. 142/111 Rev A "Plot 12 - Elevations" received 08th January 2020.
 - Drawing No. 142/112 Rev A "Plot 13 - Floor Plans" received 08th January 2020.
 - Drawing No. 142/113 Rev B "Plot 13 - Elevations" received 08th January 2020.
 - Drawing No. 142/114 Rev B "Plot 14 - Floor Plans" received 08th January 2020.
 - Drawing No. 142/115 Rev A "Plot 14 - Elevations" received 08th January 2020.
 - Drawing No. 142/116 Rev A "Plots 15 & 31 - Floor Plans" received 08th January 2020.
 - Drawing No. 142/117 Rev B "Plots 15 & 31 - Elevations" received 08th January 2020.
 - Drawing No. 142/118 Rev B "Plots 16 & 17 - Floor Plans" received 08th January 2020.
 - Drawing No. 142/119 Rev B "Plots 16 & 17 - Elevations" received 08th January 2020.
 - Drawing No. 142/120 Rev C "Plots 22 - Floor Plans" received 12th March 2020.
 - Drawing No. 142/121 Rev C "Plots 20 to 26 - Floor Plans" received 12th March 2020.
 - Drawing No. 142/122 Rev C "Plot 27 - Floor Plans" received 12th March 2020.
 - Drawing No. 142/123 Rev B "Plot 22 - Elevations" received 12th March 2020.
 - Drawing No. 142/124 Rev B "Plot 23 - Elevations" received 12th March 2020.
 - Drawing No. 142/125 Rev B "Plots 24 to 26 - Elevations" received 12th March 2020.
 - Drawing No. 142/126 Rev C "Plots 27 - Elevations" received 12th March 2020.
 - Drawing No. 142/127 Rev B "Plots 28 & 29 - Ground Floor Plans" received 08th January 2020.
 - Drawing No. 142/128 Rev B "Plots 28 & 29 - First Floor Plans" received 08th January 2020.
 - Drawing No. 142/129 Rev B "Plots 28 & 29 - Elevations - Sheet 1" received 08th January 2020.
 - Drawing No. 142/130 Rev B "Plots 28 & 29 - Elevations - Sheet 2" received 08th January 2020.
 - Drawing No. 142/131 "Plots 30 - Floor Plans" received 18th June 2019.
 - Drawing No. 142/132 "Plots 30 - Elevations" received 18th June 2019.

- Drawing No. 142/133 Rev A "Plots 32 - Ground Floor Plans" received 23rd August 2019.
- Drawing No. 142/134 Rev A "Plots 32 - Elevations" received 23rd August 2019.
- Drawing No. 142/135 "Plots 34 to 35 & 37 to 38 - Floor Plans" received 18th June 2019.
- Drawing No. 142/136 "Plots 34 to 35 & 37 to 38 - Elevations" received 18th June 2019.
- Drawing No. 142/137 "Plots 36 - Floor Plans" received 18th June 2019.
- Drawing No. 142/138 "Plots 36 - Elevations" received 18th June 2019.
- Drawing No. 142/139 Rev B "Plots 39 & 40 - Floor Plans" received 08th January 2020.
- Drawing No. 142/140 Rev B "Plots 39 & 40 - Elevations" received 08th January 2020.
- Planning Statement received 18th June 2019.
- Drainage Strategy received 18th June 2019.

Except as provided for by other conditions to this permission, the development shall be carried out in complete accordance with the approved drawings.

Reason: For the avoidance of doubt and to ensure a satisfactory standard of development in accordance with the policies contained within the Craven Local Plan and the National Planning Policy Framework.

Before you Commence Development

- 3 Development shall not commence until the detailed design for the watercourse flood mitigation scheme, in accordance with the proposal set out in the approved Technical Note JBA, Project Code 2019s1583 Revision1.0. Dated January 2020, has been submitted to and approved in writing by the Local Planning Authority. The flood mitigation strategy shall provide protection from flooding for all events up to the 1 in 100 year + climate change event. The scheme shall include a detailed maintenance and management regime for the mitigation scheme.

Reason: To ensure the provision of adequate flood mitigation for the lifetime of the development and in the interests of amenity and flood risk in accordance with Policy ENV6 of the Craven Local Plan and the National Planning Policy Framework.

During Building Works

- 4 Prior to first use, full details of all materials to be used on the external surfaces of the development. Such details shall include the type, colour and texture of the materials. Prior to first use, the construction of a sample panel of walling of at least 2m² area, showing the stone to be used, the method of coursing and the styles and colour of its pointing shall be constructed on site and inspected and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with the duly approved materials.

Reason: To ensure the use of appropriate materials which are sympathetic to the character of the surrounding area in the interests of visual amenity in accordance with Policies ENV2 and ENV3 of the Craven Local Plan.

- 5 Notwithstanding any details shown on the approved plans of this permission, within 3 months of development first taking place details of the siting, height, design, materials and finish of boundary treatments for each plot shall be submitted to and approved in writing by the Local Planning Authority. The duly approved boundary treatments shall be constructed in full accordance with the approved details before the dwelling on that plot is first occupied, and shall be retained as such thereafter.

Reason: In the interests of the security of future occupiers, to ensure adequate levels of privacy between neighbouring dwellings and to achieve an acceptable relationship with the street scene in accordance with the requirements of Craven Local Plan policy ENV3, and the National Planning Policy Framework.

- 6 Notwithstanding any details shown on the approved plans of this permission, within three months of development first taking place a landscaping scheme for the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the type, species, siting, planting distances and the programme of planting of trees, hedges and shrubs. The duly approved landscaping scheme shall be carried out during the first planting season after the development is substantially completed and the areas which are landscaped shall be retained as landscaped areas thereafter. Any trees, hedges or shrubs removed, dying, being severely damaged or becoming seriously diseased within five years of planting shall be replaced by trees, hedges or shrubs of similar size and species to those originally required to be planted.

Reason: To ensure appropriate landscaping of the site in the interests of visual amenity, to enhance the character of the street scene and to provide biodiversity enhancements in accordance with the requirements of the National Planning Policy Framework.

- 7 No part of the development to which this permission relates must be brought into use until the carriageway and any footway or footpath from which it gains access is constructed to binder course macadam level or block paves (as approved) and kerbed and connected to the existing highway network with any street lighting installed and in operation.

The completion of all road works, including any phasing, must be in accordance with a programme submitted to and approved in writing by the Local Planning Authority before any part of the development is brought into use.

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

Ongoing Conditions

- 8 No building or other obstruction including landscape features shall be located over or within 3 (three) metres wither side of the centre line of the sewer i.e. a protected strip width of 6 (six) metres, that traverses the site. If required the stand-off distance is to be achieved via diversion of the sewer, the developer shall submit evidence to the Local Planning Authority that the diversion or closure has been agreed with the relevant statutory undertaker and prior to construction in the relevant area of the site, implemented in full accordance with the approved details.

Reason: In order to allow sufficient access for maintenance and repair work at all times.

- 9 Notwithstanding the provision of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), or any Order revoking or re-enacting that Order (with or without modification) the areas shown on the approved plans for parking spaces, turning areas and access shall be kept available for their intended purposes at all times.

Reason: 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 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development)(England) Order 2015 (or any Order revoking or re-enacting that Order with or without modification) the garages hereby approved shall not be converted into domestic accommodation without the granting of an appropriate planning permission.

Reason: To ensure the retention of adequate and satisfactory provision of off-street accommodation for vehicles generated by occupiers of the dwelling and visitors to it, in the interest of safety and general amenity of the development.

- 11 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order with or without modification) no development consisting of the erection of any outbuildings within the curtilage of the dwellinghouses hereby approved shall take place without the prior written approval of the Local Planning Authority.

Reason: In order to enable the Local Planning Authority to retain a degree of control over the development having regard to the amenities of neighbouring properties within the locality.

- 12 Unless otherwise agreed in writing by the Local Planning Authority, the development hereby approved shall be undertaken with the finished floor levels set above the 1 in 100 year plus climate change flood level with an additional 300mm freeboard above the flood level.

Reason: In the interest of amenity of the occupiers of the adjoining properties and flood risk mitigation in accordance with Policy ENV6 of the Craven Local Plan and the National Planning Policy Framework.

Informatives

1. Statement of Positive Engagement:

In dealing with this application Craven District Council has sought to approach the decision making process in a positive and creative way, in accordance with the requirements of paragraph 38 of the NPPF.

2. Hours of Construction

The hours of operation during the construction phase of development and delivery of construction materials or equipment to the site and associated with the construction of the development hereby permitted should be limited to 0730 hours to 1800 hours on Monday to Fridays and 0730 hours to 1300 hours on Saturday. No work should take place on Sundays or Bank/Public Holidays.

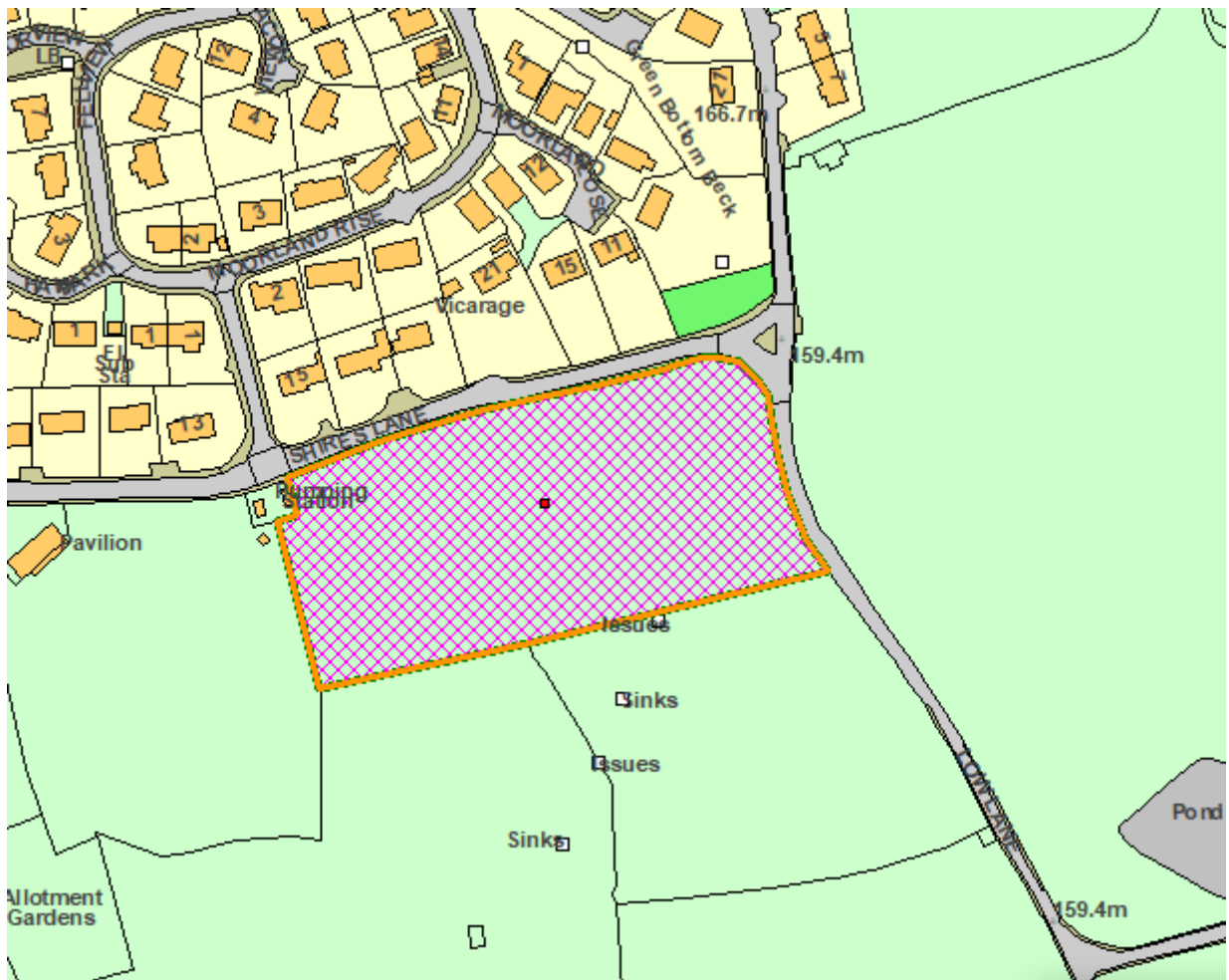
3. Charging Points

The applicant/developer is advised that in the interests of promoting sustainable travel opportunities electric vehicle charging points should be provided.

4. Topsoil

The applicant is advised it is the responsibility of the developer to ensure that any topsoil brought on site is free from metals, plastic, wood, glass, tarmac, paper and odours associated with contaminated soils as specified in BS 3882: 2015 Specification for Topsoil. Supplier(s) details and confirmation on the source(s) of any topsoil materials brought on site should be made available for inspection at the request of the Council's Environmental Health Department.

5. This decision notice should be read in conjunction with outline planning permission 26/2015/15886 (as varied by permission 2017/18839/VAR). All conditions that were imposed on that planning permission apply to the development as now approved (in addition to the conditions imposed under this permission), except where these have already been discharged.

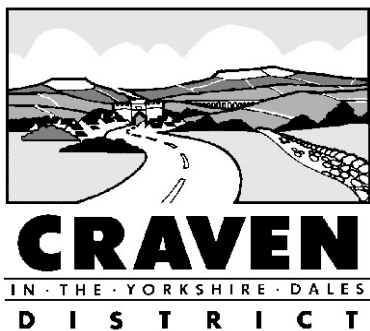


Application Number: 2019/20654/REM

Proposal: Reserved Matters Application for residential development (submitted pursuant to approved planning reference 2017/18839/VAR that authorises the construction of housing on the site)

Site Address: Land At Shires Lane Embস্য.

On behalf of: Candelisa Ltd And Chatsworth Settlement Trust



Development Management
 Craven District Council
 1 Belle Vue Square
 Broughton Road
 SKIPTON
 North Yorkshire
 BD23 1FJ

(Main Switchboard) Telephone: 01756 700600

Craven District Council - List of Delegated Planning Decisions from 26 June – 09 July 2020

The undermentioned decision notices are available to view online at <https://publicaccess.cravencd.gov.uk/online-applications/>

Application Number	Applicant	Location	Proposal	Decision	Date of Decision
2018/19879/FUL	RN Wooler & Co Ltd	Land To North Of Depot Carleton Road Skipton	Full planning application for seven residential units and the retention and re-cladding of existing commercial building. The application seeks the removal of the existing bund on site and a change of use from sui generis (plant hire) to B1 across the full unit.	Approve with Conditions	02.07.2020
2020/21474/OUT	Carling & Carling Properties Limited	Land Rear Of 24 Canal Street Skipton	Construction of four dwellings (all matters reserved)	Application Withdrawn	30.06.2020
2020/21514/FUL	Mrs Leanne Mercer	National Westminster Bank Station Road High Bentham Lancaster LA2 7LF	Conversion and extension of former NatWest Bank to form 2 residential properties and associated external works.	Approve with Conditions	07.07.2020
2020/21518/HH	Nichola Holmes	Enoch House Main Street Cononley Keighley BD20 8LL	Retrospective application for conversion of garage to ancillary granny annexe	Approve with Conditions	29.06.2020

Application Number	Applicant	Location	Proposal	Decision	Date of Decision
2020/21537/OUT	Mr P Thursby	4 Hall Court Hall Drive Sutton-in-Craven Keighley BD20 7NF	Outline application with some matters reserved for a proposed bungalow.	Approve with Conditions	03.07.2020
2020/21610/HH	Katy Marshall	Wellside Glusburn Moor Lothersdale Road Glusburn Keighley BD20 8JB	Extensions including addition of first floor and porch	Approve with Conditions	08.07.2020
2020/21621/NMA	Miss Amelia Cottam	Mount Pleasant 51 Duke Street Settle BD24 9AY	Non-material amendment on application referenced 2018/19971/HH granted 23 January 2019	Non-material amendment approved	26.06.2020
2020/21623/VAR	Co-op Estates	United Co Operatives Late Shop Main Street High Bentham Lancaster LA2 7HE	Application for variation of condition no's 2 (Approved Plans) and 5 (Tree Planting Scheme) of planning application referenced 2019/20986/MMA granted 22 November 2019	Approve with Conditions	07.07.2020
2020/21659/CND	Chartford Housing	11 Highfield Terrace Craven Street Skipton	Application to discharge condition no. 3 (Fire Safety) of planning permission referenced 2019/20642/FUL granted 07 August 2019	DOC satisfactory	06.07.2020
2020/21708/PNAG	E & M Fairhurst & Son	Land At Crow Nest Farm Lawkland Lancaster LA2 8AT	Prior notification for a proposed new agricultural building	Prior Approval Not Required	02.07.2020



Planning Enforcement
Craven District Council
1 Belle Vue Square
Broughton Road
SKIPTON
North Yorkshire
BD23 1FJ
Telephone: 01756 706254

Planning Committee Report of New Cases Registered
From 26-06-2020 to 09-07-2020

Enforcement Reference	Alleged Breach	Site Address	Ward
ENF/03271/2020	Alleged large amount of excavation and soil movement	Souber Dairy Bank Newton Skipton BD23 3NT	Gargrave And Malhamdale
ENF/03272/2020	Alleged conditions of 2018/19112/FUL and 2020/21561/MMA not discharged before commencement	Unit 5 Devonshire Place Keighley Road Skipton BD23 2LP	Skipton South
ENF/03273/2020	Breach of condition no. 6 of planning application ref no. 5/22/412/C- Green windows have been installed	15 Mill Croft Cowling Keighley BD22 0AJ	Cowling