

Item Number: 8
Application No: 16/01947/MFUL
Parish: Thornton-le-Dale Parish Council
Appn. Type: Full Application Major
Applicant: Mr Daniel Warrington
Proposal: Erection of 9no. four bedroom dwellings, 13no. three bedroom dwellings and 4no. two bedroom dwellings with associated garaging, parking, amenity areas and formation of vehicular access to include demolition of existing dwelling and buildings
Location: Easthill Wilton Road Thornton-Le-Dale Pickering North Yorkshire YO18 7QP
Registration Date: 14 December 2016 **8/13 Week Expiry Date:** 15 March 2017
Case Officer: Gary Housden **Ext:** 307

CONSULTATIONS:

Highways North Yorkshire	Recommend conditions and comments made
North Yorkshire Police Architectural Liaison Officer	Comments made and recommends planning condition
Lead Local Flood Authority	Requires further information
Environmental Health Officer	No views received to date
Tree & Landscape Officer	Comments and recommendations made
Vale Of Pickering Internal Drainage Boards	No objection - comments made
Countryside Officer	Comments made
Land Use Planning	Recommend conditions
NYM National Parks	Object
Parish Council	Support
Housing	Support subject to legal agreement

Neighbour responses: Mrs Diane Stenton, Mr David Bingham, The Occupier, Cllr Geoffrey Acomb, Robin & Sue Buckler,

Overall Expiry Date: 30 March 2017

SITE:

The application site is located on the eastern periphery of the village of Thornton le Dale to the south of the A170. Easthill House is located adjacent to the A170 frontage although the entirety of the site extends to some 0.95 hectares in total and extends further to the South and south west. The site has an L shape and extends to the rear of three existing chalet-style properties fronting the A170, known as Easthill Lodge, Temple Green and Ty-Onnen. The site abuts a recently constructed residential development adjacent to the western boundary known as Thornton Heights and the rear of Hurrell Court. Both of these developments are accessed off Hurrell Lane. The western side of the site is covered by an area of conifers which are the subject of a TPO. There are five holiday lodges located on the site within the wooded area. Limited views of these can be glimpsed when approaching the site along the A170 and also from the south when travelling northwards along Hurrell Lane.

The site is located adjacent to but outside of that part of the village which is in the National Park. The site is with the Edge of the Moors Area of High Landscape Value. Both Local Planning Authorities identify the village as Service village location.

PROPOSAL:

The development is for the erection of 26 dwellings with associated garages, parking and amenity areas and formation of a new vehicular access onto the A170 and includes the demolition of the existing buildings on site. In terms of overall mix the scheme includes 9 No. four bed dwellings, 13 No. three bed dwellings and 4 No. two bed dwellings. These are shown in a variety of terraced, semi detached and detached styles and 9 No of the dwellings are proposed to be affordable.

The materials proposed are predominantly stone with a smaller number of dwellings shown with facing brickwork. Painted timber windows and doors are proposed on all plots and the roof materials are predominantly clay pan tile with some slate as a contrast material. The detail of the appearance of the proposed dwellings is set out in more detail in the Design and Access Statement and the Planning Statement, both of which were appended to the March Committee report for Members ease of reference. Additional documentation submitted with the application includes a topographical survey, an arboricultural report, and a ground investigation report. Following comments from some consultees, an additional Landscape Impact Assessment was submitted and is also attached to this report for information.

HISTORY:

There is no history that is directly relevant to the current application

POLICY:

NPPF 2012

NPPG 2014

Ryedale Plan - Local Plan Strategy 2013

Policy SP1 - General Location of Development and Settlement Hierarchy

Policy SP2 - Delivery and Distribution of New Housing

Policy SP3 - Affordable Housing

Policy SP4 - Type and Mix of New Housing

Policy SP12 - Heritage

Policy SP13 - Landscapes

Policy SP14 - Biodiversity

Policy SP16 - Design

Policy SP17 - Managing Air Quality, Land and Water Resources

Policy SP19 - Presumption in Favour of Sustainable Development

Policy SP20 - Generic Development Management Issues

Policy SP22 - Planning Obligations, Developer Contributions and the Community Infrastructure Levy

APPRAISAL:

The following matters are considered to be relevant to the consideration of this application:

- Principle of development;
- Design and layout, including Housing Mix;
- Affordable Housing;
- Landscape impact including impact on setting of the National Park;
- Heritage issues;
- Access and highway safety considerations;
- Ecological issues;
- Drainage; and

- Other matters.

Principle of development

Section 38(6) of the Planning and Compulsory Purchase Act 2004 confirms that the determination of the application must be made in accordance with the development plan unless material considerations indicate otherwise.

The development plan for the area of Ryedale (not within the North York Moors National Park) consists of:

- The Ryedale Plan – Local Plan Strategy (2013)
- ‘saved’ policies of the Ryedale Local Plan (2002) and the 2002 Proposals Map

The Council has a 5-year supply of housing as of 31 March 2016. The current figure is 5.8 years of housing supply. The application site is located outside of the development limits of Thornton-le-Dale, as such it lies within the open countryside. In accordance with Policy SP2 of the Local Plan Strategy the proposed dwellings would not meet any of the normal open countryside exceptions.

Members should note however that the ability to demonstrate a five year deliverable supply of housing land is not in itself a reason for the refusal of a planning application. Indeed, development can help to deliver a continuity of supply.

Para. 14 of NPPF states:

‘ For decision-taking this means:

-Approving development proposals that accord with the development plan without delay; and

-Where the development plan are absent, silent, or relevant policies are out-of –date, granting planning permission unless:

-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; or

-Specific policies in the Framework indicate development should be restricted.

This application should therefore be granted planning permission unless the impacts of the proposed development significantly or demonstrably outweigh the benefits or specific NPPF policies indicate development should be restricted.

The site is located at Thornton le Dale, a settlement that is identified in the Ryedale Plan Local Plan Strategy as a Service Village. Thornton le Dale is a settlement that is located within the administrative areas of both the Council and the North York Moors National Park as relevant Local Planning Authorities. This Council is responsible for Planning at the eastern edge of the settlement, an area of land which runs north south to the eastern side of Hurrell Lane, both sides of the A170. The application site is administered by Ryedale District Council for all planning purposes.

This part of the settlement is characterised by more recent development and all of the area controlled by the Council is located outside of the designated conservation area which is located further to the west. The conservation area is approximately 150 metres away at its nearest point to the west of Hurrell Lane and there is no point at which the site is visible from the designated conservation area.

In this case, the application site has also been submitted as a possible site for residential development (Site 662) within the Housing Sites Document 2015, which was approved by Planning Committee for consultation in 2015. Furthermore the site is located at Thornton-le-Dale, which is identified as a 'Service Village' and therefore in general terms it is a sustainable settlement with local services and facilities, as set out in Policies SP1 and SP2 of the Ryedale Plan - Local Plan Strategy.

The application site comprises an area of previously developed land which is occupied by Easthill House with holiday lodges set in the grounds. It has an area of approximately 0.95 hectares. The site abuts relatively modern housing in the form of three chalet style houses on the road frontage with a recent development on its western boundary known as Thornton Heights and Hurrell Court a development of single storey properties further to the south.

The site is located immediately adjacent to the village development limits and has well defined boundaries associated with the existing site use. The scheme proposes a total of 26 two storey dwellings which range in size from two bedroomed terrace properties to four bedroomed detached properties. The scale of the development is considered to be in keeping with the amount of new development anticipated at a settlement such as Thornton le Dale which as mentioned earlier is an identified Service Village in the development plan.

It is considered that the principle of developing this site is consistent with national and emerging Local Plan Policy. The appraisal below will address whether there is conflict with other policies or any significant or demonstrable harm is identified that could outweigh the benefits of the scheme.

Design, layout and housing mix

The design approach proposed seeks to mirror the built form of the more traditional parts of the settlement by proposing a strong building line adjacent to the A170. At this point the scheme has a terrace of three stone properties and a pair of semi detached properties either side of the estate road entrance into the site. Parking is proposed to the rear of these to avoid vehicular activity and difficult manoeuvres on the main road. The remaining properties area arranged in a variety of formats around the estate road which runs north to south through the site. The houses are proposed to be mainly stone and pan tile although a smaller number are proposed to be built using a contrasting brick with slate roofs. The house type on Plot 15 is a lower profile 'barn style' dwelling in order to reduce its visible impact on the open countryside beyond. Plot 15 is currently the most open part of the site being visible from both the A179 and Hurrell Lane further to the south west. Detailed plans and elevations will be displayed at the meeting.

The design approach follows a similar approach to that recently approved on the adjacent site at Thornton Heights - a scheme built by the same developer. The design approach to the site layout is considered to be appropriate to the edge-of-village setting and by removing all the existing structures from the site is considered to represent an opportunity to improve the visual appearance of the site.

The housing mix is set out earlier in this report and is considered to represent a good range and size of properties. It is the view of officers that the requirements of Policy SP4 are satisfied by the submitted scheme.

Affordable Housing

The submitted scheme provides for 9 No. affordable houses on site. As originally submitted the size of the two and three bedroom house was too small and did not satisfy the identified local need. Following negotiations however the scheme layout has been re designed and the size of the properties increased to satisfy the requirements of the housing manager. The percentage of affordable units required at Thornton le Dale is 35%. The submitted number of dwellings on site proposed satisfies this requirement subject an additional commuted sum to cover the value of an additional 0.1 dwellings.

The commuted sum is approximately £8.5k and will also need to be subject to S106 contribution if planning permission is granted. Subject to this proviso Policy SP3 is considered to be satisfied.

Landscape impact Setting of National Park

Members will be aware that there are a large number of conifers on the site, particularly towards the western side of the site. In addition there are well established hedgerows to the outer boundaries and some other more mature deciduous trees nearer to the eastern boundary. The conifers are the subject of a group tree preservation order which dates from 1988. The trees have been appraised by the Councils Tree and Landscape Officer who considers them to be of little value and incongruous in landscape terms. He has therefore no objection to their removal. The scheme has however been revised to improve the relationship of the dwellings proposed on the eastern side of the site to the deciduous trees (Plots 6-10 inc). In addition following receipt of some objections to the landscape impact of the application additional planting has now been proposed to the eastern boundary in the form of additional tree planting and also replanting of the hedgerow on the eastern boundary. It is also of note that the applicant submitted a further document in relation to the landscape impacts of the scheme from SLR consulting and this is attached for Members information.

The document identifies that views of the National Park and the impact of the proposed development on its setting are limited and difficult to obtain from most public vantage points. As a result the effects on the setting of the National Park are considered to be less than significant in landscape terms. This view is shared by officers. The proposed scheme is screened from the National Park area to a significant extent by existing more recent developments in the village that also lie outside the national park area. These include Hurrell Court, Thornton Heights and other roadside development adjacent to the A170 to the north and south side of the A road. In addition the scheme includes the removal of the large area of conifers which are considered to be an anomalous feature locally in the landscape.

The Fringe of the Moors AHLV is a locally designated landscape and is sensitive to change. However, the application results in the removal of an anomalous conifer wood and the removal of unattractive buildings from the site. Subject to enhancement of the existing boundary hedgerows and additional tree planting, the scheme is considered to enhance the visual amenity of the locality and the built approach from the east. The proposal is considered to satisfy Policy SP13 of the adopted Ryedale Plan - Local Plan Strategy.

Heritage issues

The site is located approximately 150 metres beyond the eastern limit of the conservation area and there is no direct line of sight between the designated area and the application site. There are considered to be no designated or undesignated assets directly affected by the application proposals and in the circumstances there is considered to be no conflict with Policy SP 12 of the Local Plan Strategy.

Access/Highway safety issues

The scheme has been considered by officers at NYCC Highways who have no objection in principle to the development proposed, although further minor revisions to the design of the scheme have been requested. Final comments are awaited which will be reported to Members on the Late Pages or at the meeting. It is anticipated however that subject to the imposition of appropriate planning conditions that no objection to the scheme will be raised on highway grounds. Policy SP20 is considered to be satisfied.

Ecology

The Council's Countryside Management Officer had expressed some concern in respect of impact on protected species and an ecological assessment has been submitted in response. Mitigation is recommended in respect of bats and breeding birds, and the CMO has confirmed that this is acceptable. Policy SP14 of the development plan is considered to be satisfied.

Drainage Issues

Both Yorkshire Water and the local Vale of Pickering IDB have confirmed that they have no objection to the proposal on drainage grounds subject to the imposition of an appropriate planning condition. The IDB note that the proposals will involve the attenuation of surface water from the site and as a result there is no impact as far as the IDB is concerned. The final comments of the Lead Local Flood Authority are awaited and will be reported on the Late Pages or at the meeting. Subject to any further comments from the LLFA, the proposal is considered to satisfy Policy SP17.

Residential amenity

Comments have been received from 4 third parties who have raised a number of issues. A query in respect of land ownership and the extent of the site western boundary has been investigated. The applicants have confirmed the extent of the site adjacent to the parking area to the rear of Hurrell Court and that they own land to the point of the boundary fence.

Other issues raised include concern over the number of dwellings proposed, lack of space between new and existing dwellings, loss of habitat, loss of conifers, loss of views, noise from construction and noise from future residents, concern over sewer infrastructure, traffic speeds on the main road and frontage dwellings project further forward than adjacent chalets.

In response the overall density of the site is approximately twenty seven units per hectare which is a relatively low density of development. The spaces between existing dwellings and those proposed on the western side of the site are twenty metres plus side to rear at Plot 19 and in excess of thirty metres back to back at first floor on Plots 20 - 26 (inc). These distances are well in excess of industry norms.

Loss of trees has been considered elsewhere in this report. For the reasons previously stated officers have no objection to the removal of the conifers from the site.

It is of note that the site already has a residential and commercial use which could give rise to noise from visitors and residents. It is not considered that the proposal would be likely to give rise to a material increase in noise. If permission is granted an informative drawing attention to the Considerate Constructors Scheme is recommended.

On traffic and sewerage infrastructure issues neither of the relevant technical consultees has raised an objection.

In terms of the design of the site frontage this was a deliberate attempt by the designer to enhance and improve the visual entrance to the settlement and to enhance the street scene. Whilst the frontage plots do project forward of the adjacent chalets to the west by approximately 4 metres, there is not considered to be any adverse impact on neighbour amenity, because of the separation between the units and the existence of a substantial boundary hedgerow at this point.

In addition to the letters of concern a letter of support welcoming the 'much needed new housing' has also been received.

Other matters

An officer-level response has been received in writing from the North York Moors National Park Authority objecting to the application. The full text of the objection can be viewed on the Council's website.

An objection is raised in relation to the principle of the development suggesting that it is inappropriate for this Council to seek to meet its housing requirements here because the bulk of the village is located in the National Park.

In addition to the objection 'in principle', concerns are also made in relation to the urbanising effect of the scheme that would 'weaken the rural character of Thornton-le-Dale which is a designated Conservation Area within a protected Landscape'.

Also comments were made in relation to the heavily planted trees on the western half of the site which screen development. The planting is considered to add to the visual setting.

Following receipt of additional information showing additional hedgerow planting and tree planting, the NYMNP area officer has maintained their previous objections.

Whilst noting the comment and objections raised above, it is a fact that this part of the village lies outside of the National Park boundary. The National Park boundary excludes the more modern development on the eastern edge of the settlement. The site is well screened from the National Park by existing development and the fact that it is located on generally lower lying land to the south of the A170. The site cannot be seen from the designated Conservation Area and there are no heritage assets affected by the proposals.

Views expressed in relation to the retention of the conifer woodland are not agreed by Ryedale District Council officers. Indeed, the conifers in question are considered to be an anomalous feature and their removal is welcomed in terms of their landscape impact and their general impact on existing amenities.

The Council's Forward Planning Officer also notes that:-

"Thornton le Dale is identified by both Ryedale District and the National Park Authority as a large village, with a good level of access to services, facilities, and higher order settlements (Pickering and Helmsley in particular). As such, the existing NYMNP Core Strategy and Development Policies of 2008 categorises Thornton le Dale as a 'Service Village'. In the Ryedale Plan- Local Plan Strategy, adopted 2013 post NPPF, it is also recognised in Policy SP1 as a 'Service Village' to which a level of development would be attributed as part of the Service Village Tier. What this means in terms of housing for Thornton le Dale is set out in Policy SP2, which identifies the scenarios by which development would be acceptable in principle. The Local Plan Strategy is non site-specific plan, and was written to provide a steer to consider applications before the Local Plan Sites Document is adopted, which would identify allocations. Since 2012, on the basis of delivering 200 homes per year, planning applications have been considered acceptable outside of the established Development Limits, where they meet the requirements of the Local Plan Strategy. For Service Villages this is around provision of limited small scale sites in or adjacent to current Development Limits, and for sites to be distributed as far as possible across the Service Village tier. In terms of quantum, there is no prescriptive figure, as the Local Plan Strategy was not capable of dividing the 300 (plus 60 for the NPPF buffer) homes across the service village tier without evaluating the sites first.

The ability of the development to be assimilated into the site is a matter of fact and degree, based on a number of aspects, one of which is extent to which the established trees and hedgerows are retained. The site is operated as a farm shop and tourism enterprise. The site is heavily treed with conifers, which do not contribute to the setting of Thornton le Dale, and were a product of their time, to screen the former care home, and later provide a woodland setting for the holiday lodges. What are of importance are the trees on the eastern boundary, and select mature deciduous trees within the site. I would expect their retention".

In conclusion, the Forward Planning Officer states:-

"However, I do not consider that East Hill Farm house displays any agricultural vernacular, being much altered and extended, with few outbuildings. The frontage property to the immediate west is three late 20th century bungalows, and the properties to the north are also interwar detached two-storey houses. To the rear was the former Hurrell Lane Care Home, which is now under redevelopment for housing. As such, whilst being on or near the edge of the settlement, these properties do not in themselves contribute to any sense of agricultural activity, but represent the modern extension of a historic village. I dare say that this may explain why this area, west of Hurrell Lane and Outgang Lane, is demonstrably excluded from the National Park Boundary".

Thornton le Dale Parish Council have unanimously Supported the proposals noting that 'all councillors were in favour of the scheme'.

Designing Out Crime

The Police Architectural Liaison Officer has no objection to the application. A condition requiring full details in respect of crime prevention is recommended if planning permission is granted.

CIL

This development is subject to the CIL charge at a rate of £85/sq. metre.

Summary

In summary, the proposal to erect 26 No. dwellings on this previously developed site on the edge of Thornton-le-Dale (identified as a service village identified in the Ryedale Plan - Local Plan Strategy) is considered to be acceptable when reading the development plan and the NPPF as a whole.

The site provides for 9 No. affordable houses which meet a local housing needs of 6 No. houses for affordable rent (2 No. 3-beds and 4 No. 2 beds) and 3 No. houses for discount for sale (1 No. 3-bed and 2 No. 2-beds).

On balance and subject to the mitigation to the scheme as proposed in this report and secured by appropriate planning conditions, the application is considered to be acceptable.

RECOMMENDATION: **Approval subject to S106 Agreement in respect of Affordable Housing contributions, and subject to any remaining requirements of outstanding consultees**

1 The development hereby permitted shall be begun on or before .

Reason:- To ensure compliance with Section 51 of the Planning and Compulsory Purchase Act 2004

- 2 Before the development hereby permitted is commenced, or such longer period as may be agreed in writing with the Local Planning Authority, details and samples of the materials to be used on the exterior of the building the subject of this permission shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure a satisfactory external appearance and to satisfy the requirements of Policy SP20 of the Ryedale Plan - Local Plan Strategy.

- 3 Prior to the commencement of the development hereby permitted, the developer shall construct on site for the written approval of the Local Planning Authority, a one metre square free standing panel of the external walling to be used in the construction of building. The panel so constructed shall be retained only until the development has been completed

Reason: To ensure a satisfactory external appearance and to satisfy the requirements of Policy SP20 of the Ryedale Plan - Local Plan Strategy.

- 4 Landscaping scheme to be implemented

- 5 Full details of means of enclosure to be submitted and approved before commencement of works on site.

- 6 Unless otherwise approved in writing by the Local Planning Authority, there shall be no excavation or other groundworks, except for investigative works or the depositing of material on the site, unless the following drawings and details have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority:

(1) Detailed engineering drawings to a scale of not less than 1:500 and based upon an accurate survey showing:

- (a) the proposed highway layout including the highway boundary
- (b) dimensions of any carriageway, cycleway, footway, and verges
- (c) visibility splays
- (d) the proposed buildings and site layout, including levels
- (e) accesses and driveways
- (f) drainage and sewerage system
- (g) lining and signing
- (h) traffic calming measures
- (i) all types of surfacing (including tactiles), kerbing and edging.

(2) Longitudinal sections to a scale of not less than 1:500 horizontal and not less than 1:50 vertical along the centre line of each proposed road showing:

- (a) the existing ground level
- (b) the proposed road channel and centre line levels
- (c) full details of surface water drainage proposals.

(3) Full highway construction details including:

- (a) typical highway cross-sections to scale of not less than 1:50 showing a specification for all the types of construction proposed for carriageways, cycleways and footways/footpaths
- (b) when requested cross-sections at regular intervals along the proposed road showing the existing and proposed ground levels
- (c) kerb and edging construction details
- (d) typical drainage construction details.

(4) Details of the method and means of surface water disposal.

(5) Details of all proposed street lighting.

(6) Drawings for the proposed new roads and footways/footpaths giving all relevant dimensions for their setting out including reference dimensions to existing features.

(7) Full working drawings for any structures which affect or form part of the highway network.

(8) A programme for completing the works.

The development shall only be carried out in full compliance with the approved drawings and details unless agreed otherwise in writing by the Local Planning Authority with the Local Planning Authority in consultation with the Highway Authority.

Reason:- In accordance with Policy SP20 of the Ryedale Plan - Local Plan Strategy, and to secure an appropriate highway constructed to an adoptable standard in the interests of highway safety and the amenity and convenience of highway users.

- 7 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:- In accordance with Policy SP20 of the Ryedale Plan - Local Plan Strategy, and to ensure safe and appropriate access and egress to the dwellings, in the interests of highway safety and the convenience of prospective residents.

- 8 There shall be no movement by construction or other vehicles between the highway and the application site (except for the purposes of constructing the initial site access) until that part of the access(es) extending 20 metres into the site from the carriageway on the existing highway has been made up and surfaced in accordance with the approved details and/or Standard Detail number A1 and the published Specification of the Highway Authority. All works shall accord with the approved details unless otherwise approved in writing by the Local Planning Authority in consultation with the Highway Authority. Any damage during use of the access until the completion of all the permanent works shall be repaired immediately.

Reason:- In accordance with Policy SP20 of the Ryedale Plan - Local Plan Strategy, and to ensure a satisfactory means of access to the site from the public highway in the interests of vehicle and pedestrian safety and convenience.

- 9 No part of the development shall be brought into use until the existing access on to (central and eastern) on to A170 have been permanently closed off and the highway restored. These works shall be in accordance with details which have been approved in writing by the Local Planning Authority in consultation with the Highway Authority. No new access shall be created without the written approval of the Local Planning Authority in consultation with the Highway Authority.

Reason:- In accordance with Policy SP20 of the Ryedale Plan - Local Plan Strategy, and in the interests of highway safety.

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

Reason:- In accordance with Policy SP20 of the Ryedale Plan - Local Plan Strategy, and the interests of road safety to provide drivers of vehicles using the access and other users of the public highway with adequate inter-visibility commensurate with the traffic flows and road conditions.

- 11 Unless otherwise approved in writing by the Local Planning Authority, there shall be no excavation or other groundworks, except for investigative works, or the depositing of material on the site in connection with the construction of the access road or building(s) or other works until:

(i) The details of the following off site required highway improvement works, works listed below have been submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highway Authority:

- a. Provision of tactile paving
- b. Provision of a nominal 2 metres width footway along the southern verge of the A170 to connect up to the existing footway at the existing bus stop, including re-siting existing traffic sign close to the access to 'The Orchard'.
- c. Unless otherwise agreed with the county council Road Lighting Engineer, provision of additional street lighting along the A170 from the last existing column up to and including the new estate road junction.
- d. Provision of a new pedestrian crossing point across the A170 at the last existing lighting column to the east of the existing east-bound bus-stop.
- e. Remove centre-line cross hatch markings at the new road junction.
- f. Provision of 2 no. side road junction warning signs to TSRGD 2016 Diagram 506.1 (size 750mm) on poles at locations in existing verge of A170 as agreed with the county council Highway Engineer.
- g. Provision of 'SLOW' marking, TSRGD 2016 Diagram 1024 (size 1600mm) on eastbound A170 carriageway lane approach next to warning sign as described in 'f' (above).

(ii) An independent Stage 2 Road Safety Audit for the agreed off site highway works has been carried out in accordance with HD19/15 - Road Safety Audit or any superseding regulations and the recommendations of the Audit have been addressed in the proposed works.

(iii) A programme for the completion of the proposed works has been submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highway Authority.

Reason:- In accordance with Policy SP20 of the Ryedale Plan - Local Plan Strategy and to ensure that the details are satisfactory in the interests of the safety and convenience of highway users.

- 12 Unless otherwise approved in writing by the Local Planning Authority in consultation with the Highway Authority, the development shall not be brought into use until the following highway works have been constructed in accordance with the details approved in writing by the Local Planning Authority under condition 11:

Footway, street light, road marking and traffic sign improvements along the A170 as described in that condition.

Reason:- In accordance with Policy SP20 of the Ryedale Plan - Local Plan Strategy, and in the interests of the safety and convenience of highway users.

- 13 Unless otherwise approved in writing by the Local Planning Authority, there shall be no excavation or other groundworks, except for investigative works, or the depositing of material on the site in connection with the construction of the access road or 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) secure facility to lock cycles within each dwelling plot.

Reason:- In accordance with Policy SP20 of the Ryedale Plan - Local Plan Strategy, and to ensure appropriate on-site facilities in the interests of highway safety and the general amenity of the development.

- 14 No dwelling shall be occupied until the related parking facilities have been constructed in accordance with the approved drawing 1643/3A (as amended). Once created, these parking areas shall be maintained clear of any obstruction and retained for their intended purpose at all times.

Reason:- In accordance with Policy SP20 of the Ryedale Plan - Local Plan Strategy, and to provide for adequate and satisfactory provision of off-street accommodation for vehicles in the interests of safety and the general amenity of the development.

- 15 Notwithstanding the provisions of the Town & Country Planning General Permitted Development Order 1995 or any subsequent Order, the garage(s) shall not be converted into domestic accommodation without the granting of an appropriate planning permission.

Reason:- In accordance with Policy SP20 of the Ryedale Plan - Local Plan Strategy, and 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 the general amenity of the development.

- 16 No piped discharge of surface water from the application site shall take place until works to provide a satisfactory outfall, other than the local public sewerage, for surface water have been completed in accordance with the details submitted to and approved by the Local Planning Authority.

Reason:- To ensure that the site is properly drained and in order to prevent overloading surface water is not discharged to the foul sewer network.

- 17 Full details of crime prevention measures to be submitted and approved prior to commencement of works on site.

- 18 Development to be carried out in accordance with the scheme ecological assessment.

- 19 Precise details of finished ground floor levels in relation to existing ground levels to be submitted and approved before commencement of works on site.

- 20 The development hereby permitted shall be carried out in accordance with the following approved plan(s):.

Reason: For the avoidance of doubt and in the interests of proper planning.

INFORMATIVES:

- 1 In imposing condition 06 above, it is recommended that before a detailed planning submission is made, a draft layout is produced for discussion between the applicant, the Local Planning Authority and the Highway Authority in order to avoid abortive work. The agreed drawings must be approved in writing by the Local Planning Authority for the purpose of discharging this condition.
- 2 You are advised that a separate licence will be required from the Local Highway Authority in order to allow any works in the adopted highway to be carried out. The 'Specification for Housing and Industrial Estate Roads and Private Street Works' published by North Yorkshire County Council, the Highway Authority, is available at the County Council's offices. The local office of the Highway Authority will also be pleased to provide the detailed constructional specification referred to in this condition.
- 3 These works shall include, where appropriate, replacing kerbs, footways, cycleways and verges to the proper line and level.
- 4 The existing Public Right(s) of Way on the site must be protected and kept clear of any obstruction until such time as any alternative route has been provided and confirmed under an Order made under the Town & Country Planning Act 1990.

Applicants are advised to contact the County Council's Access and Public Rights of Way Manager at County Hall, Northallerton on 0845 872374 to obtain up-to-date information regarding the line of the route of the way. The applicant should discuss with the Highway Authority any proposals for altering the route.

Background Papers:

Adopted Ryedale Local Plan 2002
Local Plan Strategy 2013
National Planning Policy Framework
Responses from consultees and interested parties