

Item Number: 8
Application No: 20/00752/OUT
Parish: Pickering Town Council
Appn. Type: Outline Application
Applicant: NHS Property Services
Proposal: Erection of 4no. dwellings following demolition of existing health clinic - approval sought for access and layout only (site area 0.1ha)
Location: Pickering Clinic Train Lane Pickering YO18 8DX

Registration Date: 12 August 2020
8/13 Wk Expiry Date: 7 October 2020
Overall Expiry Date: 11 December 2020
Case Officer: Alan Goforth **Ext:** 43332

CONSULTATIONS:

Initial consultation

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| Building Conservation Officer | No objections |
| Highways North Yorkshire | Request inclusion of 2 metre wide footway installed at front to facilitate safe pedestrian access/ egress |
| Environmental Health | No further information required in respect of land contamination |
| Sustainable Places Team (Environment-Agency) | Recommend condition |
| Yorkshire Water Land Use Planning | Recommend conditions |
| Pickering Town Council | No objection |

Reconsultation (reduced footprint, realigned, positioned further from southern boundary and footway)

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|---|-----------------------------------|
| Building Conservation Officer | No objection |
| Highways North Yorkshire | |
| Environmental Health | |
| Sustainable Places Team (Environment-Agency) | Recommend condition (as previous) |
| Yorkshire Water Land Use Planning | |
| Pickering Town Council | |

Representations: Lynn and Claire McCann, Mrs Nichola Taylor-Olsson, Mr Ian Reed, Ms Gillian Williams (all objection)

BACKGROUND:

The application is subject to objections based on material planning considerations and is therefore due to be determined by Planning Committee.

SITE:

The 0.1 hectare site comprises a part single, part two storey flat roof, brick building with access off Train Lane which runs to the east of the site. The site is within the town development limits. The existing building has a footprint of approximately 360m² and was previously used as a health centre (Use Class D1) which ceased in September 2019 and the building is currently vacant. Train Lane is a single lane road accessed via Potter Hill to the north. There is no vehicular access direct to the A170 to the south. The boundary of the site comprises a stone wall which is approximately 2 metres in height along the northern boundary reducing to approximately 1-1.5 metres in height along the western and southern boundaries. There is a 1.5 metre wide footpath to the front (east) accessed via steps and a ramp.

There is a row of terraces (numbers 1- 6 Train Lane) and associated parking and turning area to the north of the application site and to the west the rear gardens of numbers 1-5 Southfield View extend parallel to the site boundary. To the south west are the rear gardens of numbers 1-3 Coronation Terrace, Southgate and immediately to the south of the application site is a detached, two storey property (Wayside). The terrace of properties fronting Southgate are further to the south. The Grade II listed building 'Gamay' is to the south east and the single storey Ropery House is to the east. Mill House flats are to the north east. Pickering Methodist Chapel is a Grade II listed building and stands to the north west of the site. The boundary of the Pickering Conservation Area runs along the northern boundary of the site. The majority of the site is within Flood Zone 2 with the north eastern corner and part of the frontage within Flood Zone 3.

HISTORY:

20/00751/OUT-Erection of an apartment block comprising 9no. apartments following demolition of existing health clinic - approval sought for access and layout only (site area 0.1 ha). UNDER CONSIDERATION.

PROPOSAL:

Outline planning permission is sought for the erection of 4no. dwellings following demolition of existing health clinic - approval sought for access and layout only (site area 0.1ha). All other matters (scale, appearance and landscaping) are reserved for a future reserved matters application although illustrative detail is provided in support of the outline proposals.

The details show the development set out as two pairs of semi-detached dwellings with an east facing frontage onto Train Lane. It was initially proposed that each pair would have a footprint of 11 metres in width by 11 metres in depth. In addition the proposed layout showed that the rear, southwest corner of the southernmost dwelling would be less than a metre from the southern boundary and the front south east corner of the southernmost dwelling would be 1.5 metres forward of the front building line of the dwelling to the south (Wayside).

The Case Officer raised concerns that the proposed layout and spacing was inappropriate and would result in an adverse impact on the streetscene and an overbearing impact on the adjacent property to the south. It was requested that the footprint (width and depth) be reduced to allow the dwellings to be repositioned within the plot to increase the stand-off from the southern boundary and pull back the front building line.

The applicant has amended the plans to reduce the dimensions of each block of semi-detached dwellings to 10 metres in frontage width by 9 metres in depth reducing the external footprint by 31m². In addition the layout was amended with the dwellings being repositioned further north, therefore increasing the distance from the property to the south (Wayside). The space between the south west corner of the proposed dwellings and the southern boundary was increased from 0.8 metre to 3.2 metres at its closest point and, in turn, this increased the space between the corner of the proposed dwellings and the north elevation of Wayside from 2.8 metres to 5.2 metres at its closest point. In addition the front building line was pulled back into the site to a position approximately level with the front of Wayside.

The proposed layout shows the gardens being provided to the rear, western side of the dwellings and, in the case of the southernmost dwelling, the garden would also wrap around to the south. The vehicular entrance would be in the north eastern corner of the site and a 4.2 metre wide access road would lead to the parking and turning area at the rear adjacent to the western boundary of the site. A total of 9 spaces would be provided (two per dwelling plus visitor space). Secure bike storage would be provided in the rear garden of each property. A 2 metre wide ramped footway would be provided to the front, east side of the dwellings running parallel to Train Lane. A 1.2 metre wide footway would run parallel to the northern elevation of the dwellings to provide secondary access to the rear parking and turning areas.

The indicative floor plans, as amended, show an entrance hall way, open plan kitchen/dining area, WC

and living room at ground floor. There would be three bedrooms and a bathroom at first floor. A fourth bedroom with ensuite would be created in the roof space/attic with rear facing dormer windows.

In terms of appearance and external construction materials the final details will be confirmed at the reserved matters stage using a material palette based on the surrounding buildings. At outline stage it is proposed that the walls of the new dwellings would be either brick or stone and the roof would be either clay pantiles or slate.

The application is accompanied by a Planning Supporting Statement, Design and Access Statement, Highways Supporting Statement, Flood Risk Assessment including Sequential Test, and a Ground Risk Appraisal. The applicant also included an illustrative Streetscene drawing with the amended plans.

POLICIES:

Under Section 38(6) of the Planning and Compulsory Purchase Act 2004 planning authorities are required to determine each planning application in accordance with the planning policies that comprise the Development Plan unless material considerations indicate otherwise. The Development Plan for the determination of this particular application comprises the following:

- The Ryedale Plan- Local Plan Strategy (2013)

The Ryedale Plan - Local Plan Strategy (2013)

Local Plan Strategy -Policy SP1 General Location of Development and Settlement Hierarchy

Local Plan Strategy - Policy SP2 Delivery and Distribution of New Housing

Local Plan Strategy - Policy SP4 Type and Mix of New Housing

Local Plan Strategy -Policy SP11 Community Facilities and Services

Local Plan Strategy - Policy SP12 Heritage

Local Plan Strategy - Policy SP16 Design

Local Plan Strategy - Policy SP17 Managing Air Quality, Land and Water Resources

Local Plan Strategy - Policy SP19 Presumption in Favour of Sustainable Development

Local Plan Strategy - Policy SP20 Generic Development Management Issues

Material Considerations

National Planning Policy Framework (NPPF)

National Planning Practice Guidance (PPG)

REPRESENTATIONS:

The LPA received a total of 4 representations from local residents (occupants of Wayside and properties on Southfield View and Coronation Terrace) in response to the initial consultation on the application. The objections and concerns can be summarised as follows:-

- New dwellings not set behind building line of Wayside
- Loss of privacy- overlooking of rear garden
- Loss of light
- Excessive noise from vehicles
- Increased pollution from vehicles
- Inadequate parking provision
- Increase in traffic and parking pressures on Train Lane
- Pedestrian safety
- Tree planting close to neighbouring property
- Flood risk

At the time of writing this report one representation has been received in response to the re-consultation

exercise on the amended plans. The local resident previously objected and raises the following objections to the amended plans:

- Limited parking
- Parking is adjacent to quiet gardens at rear
- Excessive noise from vehicles
- Increased pollution from vehicles

APPRAISAL:

Principle of development

The site is wholly within the development limits of Pickering. Policy SP1 (General Location of Development and Settlement Hierarchy) sets out a hierarchy of settlements and seeks to focus new development within the Principal Towns, Market Towns and Service Villages. Pickering is a Local Service Centre (Market Town) in the Settlement Hierarchy (Policy SP1) where there are a range of services and facilities and therefore the location is considered to be sustainable and well-integrated given its location within the built-up area of Pickering.

The redevelopment and effective use of previously developed land within development limits is supported by the NPPF (paragraph 117) and also Policies SP2 (Delivery and Distribution of New Housing) and SP17 (Managing Air Quality, Land and Water Resources) of the Local Plan Strategy.

It is considered that, in principle, the proposed development aligns with the strategic aims of the Development Plan and the NPPF in terms of the settlement hierarchy, distribution of new housing and the redevelopment of previously developed land within the town development limits.

Loss of community facility

The proposed development involves the demolition of the existing building which was last used as a health centre/clinic (Use Class D1) but has been vacant since September 2019.

Policy SP11 (Community Facilities and Services) seeks to protect existing local community services and facilities that contribute to the vitality of towns and villages and the well-being of local communities. The Policy states that the loss/redevelopment of such facilities require applications to demonstrate that:

- there is no longer a need for the facility or suitable and accessible alternatives exist, or
- that it is no longer economically viable to provide the facility, or
- Proposals involving replacement facilities provide an equivalent or greater benefit to the community and can be delivered with minimum disruption to provision.

It is understood that the building is surplus to requirements as the health services previously provided at the site are provided within an enlarged Pickering GP surgery which allows for connected visits for prescriptions, blood tests etc and is just as accessible as the current site, given their proximal locations.

It is considered that the first and third tests stated above are met and the proposed development would not give rise to conflict with Policy SP11.

Design and impact on the form of this part of the settlement and streetscene

The layout and orientation of the new dwellings would create a frontage to Train Lane (east) and parking and private amenity space to the rear (west). As a result, in principle, the proposed dwellings would have a positive relationship with the streetscene.

The illustrative streetscene drawing, which was included with the amended plans, shows the spacing and indicative scale and massing. The reduction in footprint has allowed for an increased spacing

between the new dwellings and the detached property to the south so that the dwellings would be more centred within the plot.

There is no definitive building line but the proposed layout, as amended, shows that the new dwellings would generally follow the alignment of the row of houses to the north. The layout shows that the new dwellings would have limited frontage curtilage which corresponds with the modern terrace to the north and this would reinforce the rhythm of residential development along the western side of Train Lane. In addition this allows for larger rear gardens and parking areas away from the road frontage and maximises the stand-off from the gardens to the west.

Whilst scale is a reserved matter the details confirm that the dwellings would be a maximum of 2.5 storeys in height. The indicative streetscene drawing shows that eaves and ridge heights are likely to be marginally higher than the detached property of Wayside to the south and more akin to the scale and massing of the terrace of 2.5 storey dwellings on Southgate at the southern end of Train Lane. It is considered that a maximum of 2.5 storeys can be accommodated with appropriate use of rear dormers to serve the upper floor.

The appearance and external construction materials would be confirmed at the reserved matters stage. A materials palette for the new dwellings based on the surrounding buildings would comprise walls of either brick or stone and the roof would be either clay pantiles or slate which are considered acceptable in principle.

The layout shows the bin stores to the front of the dwellings. However, it is considered that this would be detrimental to the streetscene so a condition will be imposed to ensure the bin stores are to the rear as all dwellings have side access to the front for bin collection days.

The proposed residential development in the form of two pairs of semi-detached dwellings with narrow frontages and facing onto Train Lane would not unduly depart from the building line established by the terrace to the north and would reinforce a continuous and congruous streetscape. It is considered that the layout, orientation and indicative scale of the development would be compatible with the site, streetscene and character of the area and would not depart from the grain of this part of the settlement or adjacent residential development. The proposed development can be accommodated within the plot without overdeveloping the site and the two pairs of semi-detached dwellings would generate a more uniform residential presence along the Train Lane frontage in compliance with Policies SP16 and SP20.

Impact on heritage assets

The Conservation Area boundary runs immediately to the north of the application site. In addition there are a number of listed buildings in the vicinity the closest being the Grade II listed Gamay to the east which is a building associated with the former railway line. The LPA has a statutory duty to have special regard to the preservation of the setting of the listed buildings and the preservation or enhancement of the Conservation Area.

The area is of a mixed and transitional nature featuring housing, civic uses and some commercial uses. The design and appearance of the existing building does not positively contribute to the Conservation Area and the proposed development presents an opportunity to enhance the area.

The removal of the existing building and replacement with four residential units arranged as two pairs of semis would not alter the existing land use in the locality or the density, street pattern and form in this part of the settlement. The indicative scale is satisfactory and subject to acceptable appearance and use of materials (reserved matters) the development would improve the street frontage. There are no objections from the Building Conservation Officer and the proposed development would preserve and enhance the setting of the Conservation Area and the design is acceptable in accordance with Policies SP12, SP16 and SP20.

Impact on local amenity

As required by Policy SP20 (Generic Development Management Issues), the development should

respect the character of the area without having a material adverse impact on the amenity of present or future occupants, the users or occupants of neighbouring land and buildings. The site is within a mixed use area although the proposed redevelopment of this infill site would allow for a continuation of the linear form of residential development which fronts Train Lane.

The front and rear building lines does not unduly depart from those of the terraced house to the north of the detached dwelling to the south. Taking account of the amended spacing/increased stand-off and reduced footprint it is not anticipated that the development would give rise to any unacceptable loss of light or overbearing impact on occupants of neighbouring properties on either side of the site.

The principal windows in the front, east facing elevation would not overlook any residential properties. The windows in the rear elevation would face west across the rear gardens and parking areas associated with the new dwellings. Further to the west and south west at distances ranging from 15-25 metres from the rear elevation of the proposed dwellings are the rear gardens associated with Southfield View and Coronation Terrace. The properties on Southfield View have substantial linear gardens which run approximately 30-50 metres north of the rear elevation of those properties. It is not anticipated that the proposed dwellings would result in any unacceptable overlooking or loss of privacy for the users of those gardens.

A condition shall be imposed to control the windows in the southern elevation of the proposed dwelling nearest to the adjacent detached property (Wayside). Any side windows in the south facing elevation above ground floor should serve secondary rooms only and the condition will allow control over the number of windows, their position and the use of obscure glazing where necessary.

A condition shall control boundary treatments at the site and it is considered that subject to a suitable boundary at the rear the use of the car park would not have any adverse impact on the levels of amenity currently enjoyed by neighbours. A condition shall be imposed to control the demolition phase and the hours of construction work to ensure that neighbours are not unduly disturbed by activity at the site.

In light of the above it is considered that the development would not give rise to any materially adverse impacts on amenity and complies with the requirements of Policy SP20.

Highways impact

The vehicular entrance would be in the north eastern corner of the site (as existing) and a 4.2 metre wide access road would lead to the parking and turning area at the rear adjacent to the western boundary of the site. Visibility splays at the proposed egress point onto Train Lane are acceptable. There would be two parking spaces per dwelling. The proposed parking provision aligns with adopted parking standards for these size dwellings (4 bed) in this location (Market Town). In addition secure bike storage would be provided in the rear garden of each dwelling and a condition shall be imposed to secure electric car charging points to encourage the use of sustainable transport.

The highways officer notes that currently pedestrian access is provided to the site via a ramped footway. In light of this the highways officer requested the inclusion of a 2 metre wide footway installed at this section to facilitate safe pedestrian access/ egress. The plans were amended to show a 2 metre wide footpath along the eastern boundary of the site which is at grade at each end of the footpath. In addition a 1.2 metre wide footpath along the internal access road to the north of the dwellings would provide secondary access to the rear of the dwellings. It is not anticipated that the development would create conditions prejudicial to pedestrian safety.

The highways officer states that the impact on the local highway network is likely to result in a reduced number of trips being generated at this location and therefore is unlikely to create conditions prejudicial to the safety of highway users. It is considered that the development complies with Policy SP20 in relation to the highways impact.

Drainage and flood risk

With regard to surface water management the submitted assessment notes that sub-soil conditions may support the use of soakaways although the site is within a Source Protection Zone and therefore such disposal of uncontaminated surface water via infiltration may not be feasible for the entire site. It would not be feasible to discharge to a watercourse. It is anticipated that surface water will be discharge to the public sewerage system (combined sewer in Train Lane)

Yorkshire Water require a restricted rate of discharge to be based on a site surveyed drainage assessment of the existing site layout. On-site attenuation, taking into account climate change, would be required before any discharge to the public sewer network is permitted. In terms of the surface water disposal hierarchy a condition will be imposed on any outline permission that requires the developer to provide evidence to demonstrate that surface water disposal via infiltration/soakaways is not reasonably practical before considering disposal to public sewer.

In terms of flood risk the application site is located mostly in Flood Zone 2 (medium) risk of flooding and partially in Flood Zone 3 (high) risk of flooding. Pickering Beck is approximately 100 metres east of the site. Residential accommodation is considered 'More Vulnerable' according to Planning Practice Guidance (Flood Risk and Coastal Change).

The existing building has floor levels of 31.85mAOD. There are no recorded incidents of flooding of the existing Health Clinic despite some major historic flooding occurring in the immediate vicinity. The Flood Risk Assessment (FRA) states that the proposed finished floor levels of the new dwellings would be 32.0mAOD and external ground levels around the dwellings would be set 150mm below this at 31.85mAOD which is the same level as the existing building. The FRA concludes that the site is not at significant flood risk and can be considered appropriate in this location.

The footprint of the new dwellings would be less than the existing building and site levels would be broadly as existing. This would not result in the loss of any flood storage space and would not increase flood risk elsewhere.

The Environment Agency have no objection subject to a condition to require the development to be implemented in accordance with the FRA and the mitigation measures. Yorkshire Water note that the FRA is acceptable and recommend standard drainage conditions in order to protect the local aquatic environment and Yorkshire Water infrastructure.

The NPPF and Policy SP17 require the LPA to direct development to areas with lowest probability of flooding (a risk based sequential approach). The sequential test should demonstrate that there are no reasonably available (deliverable and developable) sites in the area with a lower probability of flooding that would be appropriate for this type of development. National Planning Policy Guidance classifies the proposed development as a 'more vulnerable' use and, being located partly within Flood Zone 3, an 'exception test' is also required.

The applicant's sequential test focuses on Pickering as the area of search. The sites assessed are not comparable in terms of size, previously developed land or within development limits. The assessment concludes that within the search area there are no alternative sites that are sequentially preferable and appropriate or reasonably available and outside Flood Zone 2 or 3 for this type of development and the application passes the sequential test.

The application is accompanied by a site-specific flood risk assessment (FRA) which informs the 'exception test'. Paragraph 160 of the NPPF states that *'For the exception test to be passed it should be demonstrated that:*

- (a) the development would provide wider sustainability benefits to the community that outweigh the flood risk; and*
- (b) the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall'.*

The site is within the development limits of a Service Centre settlement that one of the main areas of focus in housing hierarchy as set out in the Local Plan Strategy (SP1 and SP2). The land is not allocated

and the proposal constitutes the development of a windfall site that would contribute towards the Council's housing targets and supported by paragraph 68 of the NPPF (contribution of small and medium sized sites to meeting housing requirements). In addition Policies SP2 and SP17 acknowledge the need to regenerate vacant and previously developed sites within the towns. There are few alternative uses for the brownfield site, other than residential uses, which would preserve and enhance the character of the Conservation Area and its setting that are less vulnerable uses in terms of flood risk.

The site occupies a sustainable central location in close proximity to transport infrastructure and local services. Furthermore it is considered that the redevelopment of the site and demolition of the existing building would enhance the setting Conservation Area and the new dwellings would be constructed to modern standards that contributes towards environmental sustainability.

It is considered that the proposed development incorporates a flood resistant and resilient design that is appropriate given its location within Flood Zones 2 and Flood Zone 3. It is considered that the proposed development would give rise to wider sustainability benefits and would not increase flood risk at the site or elsewhere and complies with Policy SP17 and satisfies both elements of paragraph 160 of the NPPF (the exception test).

Conclusion

The principle of the demolition of the existing building and redevelopment of previously developed land within the development limits for residential purposes is in line with Policies SP1, SP2 and SP17 and paragraph 117 of the NPPF.

The updated plans which reduced the footprint, adjusted the building line and increased the spacing addressed earlier concerns in relation to an overbearing impact on neighbours, notably the property to the south. The east facing frontage of the dwellings and its relationship with Train Lane would enhance the streetscene and reinforced the linear form of residential development in this part of the town.

The existing building does not enhance the setting of the Conservation Area. The proposed development of the site as 4 dwellings with a frontage to Train Lane is an opportunity to improve the streetscene in this part of town and make a positive contribution to the character and appearance of the Conservation Area and there are no objections from the Building Conservation Officer.

The FRA has been approved by the Environment Agency and includes appropriate mitigation to reduce the risk and impact of flooding at the site and elsewhere and the development would provide wider sustainability benefits that outweigh flood risk. The proposed development passes the sequential and exception tests as set out in national and local policy.

The Town Council have no objection to the application. The proposed development complies with Policies SP1, SP2, SP4, SP11, SP12, SP16, SP17, SP19 and SP20 of the adopted Ryedale Plan - Local Plan Strategy and the National Planning Policy Framework. In light of the above the recommendation to Members is one of conditional approval.

RECOMMENDATION: **Approval** subject to the following conditions

Commencement time limit

- 1 Application for approval of reserved matters shall be made to the Local Planning Authority not later than three years from the date of this permission.

The development hereby permitted shall be begun on or before whichever is the later of the following dates:-

The expiration of two years from the final approval of the reserved matters or (in the case of approval on different dates) the final approval of the last such matters approved.

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

Reserved Matter approval

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

- (i) Scale;
- (ii) Appearance; and
- (iii) Landscaping.

Reason:- To safeguard the rights of control by the Local Planning Authority in respect of the reserved matters.

- 3 The details to be submitted for approval of the matters reserved by condition 2 above shall be substantially in accordance with the principles and parameters set out in the approved Design and Access Statement .

Reason:- To safeguard the rights of control by the Local Planning Authority in respect of the reserved matters.

- 4 Approved drawings

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

Proposed Plans (incorporating Location Plan) ref. 7401(08)01 Housing Scheme Rev B, dated 19.11.2020.

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

Housing numbers

- 5 The development hereby permitted shall comprise no more than 4 dwellings.

Reason:- To safeguard the rights of control by the Local Planning Authority.

Detailed Plans of Road and Footway Layout

- 6 Except for investigative works, no excavation or other groundworks or the depositing of material on site in connection with the construction of any road or any structure or apparatus which will lie beneath the road must take place on any phase of the road construction works, until full detailed engineering drawings of all aspects of roads and sewers for that phase, including any structures which affect or form part of the highway network, and a programme for delivery of such works have been submitted to and approved in writing by the Local Planning Authority.

The development must only be carried out in compliance with the approved engineering drawings.

Reason: To secure an appropriate highway constructed to an adoptable standard in the interests of highway safety and the amenity and convenience of all highway users in compliance with Policy SP20.

New and altered Private Access or Verge Crossing at Plots 1 to 4 Train Lane, Pickering

- 7 The development must not be brought into use until the access to the site at Plots 1 to 4 Train Lane, Pickering has been set out and constructed in accordance with the 'Specification for Housing and Industrial Estate Roads and Private Street Works' published by the Local Highway Authority and the following requirements:

The crossing of the highway verge and/or footway must be constructed in accordance with the approved details and/or Standard Detail number E50 Rev A and the following requirements.

- Any gates or barriers must be erected a minimum distance of 1 metre back from the carriageway of the existing highway and must not be able to swing over the existing or proposed highway.
- Provision to prevent surface water from the site/plot discharging onto the existing or proposed highway must be constructed in accordance with details to be approved by the Local Highway Authority and maintained thereafter to prevent such discharges.
- Measures to enable vehicles to enter and leave the site in a forward gear.

All works must accord with the approved details.

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 highway users in compliance with Policy SP20.

Pedestrian Visibility Splays at Plots 1 to 4 Train Lane, Pickering

- 8 There must be no access or egress by any vehicles between the highway and the application site at Plots 1 to 4 Train Lane, Pickering until visibility splays providing clear visibility of 2.0 metres x 2.0 metres measured down each side of the access and the back edge of the footway of the major road have been provided. In measuring the splays the eye height must be 1.05 metres and the object height must be 0.6 metres. Once created, these visibility splays must be maintained clear of any obstruction and retained for their intended purpose at all times.

Reason: In the interests of highway safety in compliance with Policy SP20.

Construction Phase Management Plan- Small sites

- 9 No development must commence until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Construction of the permitted development must be undertaken in accordance with the approved plan.

The Plan must include, but not be limited, to arrangements for the following in respect of each phase of the works:

1. details of any temporary construction access to the site including measures for removal following completion of construction works;
2. wheel washing facilities on site to ensure that mud and debris is not spread onto the adjacent public highway;
3. the parking of contractors' site operatives and visitor's vehicles;
4. areas for storage of plant and materials used in constructing the development clear of the highway;
5. details of site working hours;
6. contact details for the responsible person (site manager/office) who can be contacted in the event of any issue.

Reason: In the interest of public safety and amenity in compliance with Policy SP20.

Access

- 10 Vehicular access to the site to serve the dwellings shall only be via the approved access to the north of the dwellings as shown on drawing ref. 7401(08)01 Housing Scheme Rev B, dated 19.11.2020.

Reason: To ensure safe and appropriate access and egress to the site in the interests of highway safety in compliance with Policy SP20.

Secure bike storage

- 11 Unless otherwise approved in writing by the Local Planning Authority each dwelling shall include its own secure bike store within the domestic curtilage and to the rear (west) of the dwellings.

Reason: In the interests of promoting sustainable modes of travel in compliance with Policy SP20.

Electric Vehicles Charging Points

- 12 No development shall commence until a scheme for the provision of one electric vehicle charging point per house has been submitted to and approved by the Local Planning Authority in writing. Thereafter the scheme shall be implemented as approved unless the Local Planning Authority gives its written consent to any variation.

Reason:- To promote sustainable transport in accordance with Policy SP18.

Site levels

- 13 Prior to the commencement of the development hereby approved precise details of the existing ground levels and the proposed finished ground floor levels measured in relation to a fixed datum point shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In order to ensure a satisfactory external appearance and satisfactory drainage in compliance with Policies SP17 and Policy SP20.

Flood Risk and Drainage

- 14 The development shall be carried out in accordance with the submitted Flood Risk Assessment (ref 20553-FRA-002) and the following mitigation measures it details:

- Finished floor levels shall be set no lower than whichever is the greater of 300mm above existing ground levels or 600mm above the 1:100 modelled level.

These mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the scheme's timing/ phasing arrangements. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

Reason: To reduce the risk of flooding to the proposed development and future occupants in compliance with Policy SP17.

- 15 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 in compliance with Policy SP17.

- 16 There shall be no piped discharge of surface water from the development prior to the completion of surface water drainage works, details of which will have been submitted to and approved by the Local Planning Authority. If discharge to public sewer is proposed, the information shall include, but not be exclusive to:-
- a) evidence to demonstrate that surface water disposal via infiltration or watercourse are not reasonably practical ;
 - b) evidence of existing positive drainage to public sewer and the current points of connection; and
 - c) the means of restricting the discharge to public sewer to the existing rate less a minimum 30% reduction, based on the existing peak discharge rate during a 1 in 1 year storm event, to allow for climate change.

Reason: To ensure that no surface water discharges take place until proper provision has been made for its disposal and in the interest of sustainable drainage.

Boundary treatments

- 17 Before the commencement of development hereby permitted, or such longer period as may be agreed in writing with the Local Planning Authority, details of the proposed means of enclosure

and boundary treatments, including a schedule of materials and details of the size and species of any hedging, shall be submitted to and approved in writing by the Local Planning Authority. The details so approved shall be implemented in full before the development is first brought into use, unless otherwise agreed in writing with the Local Planning Authority.

Reason:- To ensure that the development does not prejudice the enjoyment by the neighbouring occupiers of their properties or the appearance of the locality to ensure that the proposal satisfies Policy SP20.

Landscape scheme

- 18 No development of the site shall take place without the prior written approval by the Local Planning Authority of a landscape scheme for the site that indicates numbers, species, heights on planting, and positions of all trees and shrubs, specifications and schedules, phasing of planting, seeding or turfing, existing plants to be retained and showing how new landscaping relates to any underground services and existing landscape features. Thereafter the scheme shall be implemented as approved unless the Local Planning Authority gives its written consent to any variation.

Reason: In the interests of visual amenity and to achieve a high standard of landscaping in accordance with Policies SP16 and SP20.

Commencement of planting

- 19 All planting, seeding or turfing set out in the details approved in Condition 18 shall be carried out in accordance with the approved details and beginning the first planting season following commencement of development or such longer period as may be agreed in writing with the Local Planning Authority. Any trees, plants or shrubs which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of the same size and species, unless the Local Planning Authority gives its written consent to any variation.

Reason: In the interests of visual amenity and to achieve a high standard of landscaping in accordance with Policies SP16 and SP20.

Materials palette

- 20 Prior to the commencement of the development hereby permitted a detailed materials palette accompanied by streetscape visualisations shall be submitted to and approved in writing by the Local Planning Authority. The details shall be substantially in accordance with the design principles set out in the approved Design and Access Statement unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure a satisfactory external appearance and to achieve a high standard of design that mitigate the impact on the setting of the Conservation Area.

Materials (surfaces)

- 21 Prior to the construction of any building details of the ground surfacing materials 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 SP16.

Materials (samples)

- 22 Prior to the construction of any building details and samples of the materials to be used on the exterior of the building 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 SP16.

- Materials (panels)
- 23 Prior to the construction of any building the developer shall construct on site for the written approval of the Local Planning Authority, a one metre square free standing panel(s) of the external walling to be used in the construction 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 SP16.
- Windows and doors
- 24 Prior to the construction of any building, details of all windows, doors and garage doors, including means of opening, depth of reveal and external finish shall be submitted to and approved in writing by the Local Planning Authority.
- Reason: To ensure an appropriate appearance and to comply with the requirements of Policy SP16.
- Dwelling size and siting
- 25 Each block of two dwellings shall have an external footprint of no more than 10 metres in frontage width by 9 metres in depth. All dwellings shall be a maximum of 2.5 storeys in height. The southernmost dwelling shall be a minimum of 3.2 metres from the south boundary of the site.
- Reason: To ensure an appropriate appearance and in the interests of amenity to comply with the requirements of Policy SP20 of the Ryedale Plan, the Local Plan Strategy.
- Windows scheme
- 26 Before the commencement of development hereby permitted, or such longer period as may be agreed in writing with the Local Planning Authority, a scheme to protect the amenity of the occupants of neighbouring dwellings (number and position of first and second floor windows, method of opening, glazing type) shall be submitted to and approved in writing by the Local Planning Authority.
- Reason: In the interests of residential amenity in compliance with Policy SP20.
- Bin stores
- 27 Notwithstanding the indicative detail shown on drawing ref. 7401(08)01 Housing Scheme Rev B, dated 19.11.2020, unless otherwise approved in writing by the Local Planning Authority all bin stores shall be provided within the domestic curtilage and to the rear (west) of the dwellings.
- Reason: In the interests of general amenity and the appearance of the streetscene in compliance with Policy SP20.
- Demolition Method Statement
- 28 Before any work to demolish any part of the building commences, the applicant shall submit for the written approval of the Local Planning Authority a Demolition Method Statement setting out measures to control the emission of dust and dirt during demolition; hours of work; and a scheme for recycling/disposing of waste resulting from demolition works.
- Reason: In the interests of the general amenity of the area.
- Hours of construction
- 29 During the period of construction, no power operated machinery shall be operated on the site and there shall be no construction related deliveries taken at or dispatched from the site, before 0800 hours and after 1800 hours on weekdays and before 0800 hours and after 1300 hours on Saturdays, nor at any time on Sundays and Bank Holidays, unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interest of amenity in compliance with Policy SP20.

- 30 Removal of permitted development rights (means of enclosure)
Notwithstanding the provisions of Schedule 2, Part 2 the Town & Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order with or without modifications), no fences, gates, walls or other means of enclosure shall be erected within the curtilage of any dwellinghouse other than as shown on the approved plans, or as may be approved by the Local Planning Authority following specific application in that respect.

Reason:- To ensure that the appearance of the area is not prejudiced by the introduction of unacceptable materials and/or structure(s).

- 31 Removal of permitted development rights
Notwithstanding the provisions of Schedule 2, Part 1 of the Town & Country Planning (General Permitted Development) Order 2015 (or any Order revoking, re-enacting or amending that Order) development of the following classes shall not be undertaken other than as may be approved in writing by the Local Planning Authority following a specific application in that respect:

Class A: Enlargement, improvement or alteration of a dwellinghouse

Class B: Roof alteration to enlarge a dwellinghouse

Class C: Any other alteration to the roof of a dwellinghouse

Class D: Erection or construction of a domestic external porch

Class E: Provision within the curtilage of a dwellinghouse of any building or enclosure, swimming or other pool required for a purpose incidental to the enjoyment of a dwellinghouse or the maintenance, improvement or other alteration of such a building or enclosure; or a container used for domestic heating purposes for the storage of oil or liquid petroleum gas.

Class F: Provision of a hard surface for any purpose incidental to the enjoyment of the dwellinghouse as such or the replacement in whole or in part of such a surface

Class G: Installation, alteration or replacement of a chimney, flue or soil and vent pipe on a dwellinghouse

The erection or provision within the curtilage of a dwellinghouse of

Class H: Installation, alteration or replacement of a satellite antenna on a dwellinghouse or within its curtilage.

Reason:- To ensure that the appearance of the areas is not prejudiced by the introduction of unacceptable materials and/or structure(s).

INFORMATIVES

Condition 5- Detailed Plans of Road and Footway Layouts

It is recommended that in order to avoid abortive work, discussions are held between the applicant, the Local Planning Authority and the Local Highway Authority before a draft layout is produced and any detailed planning submission is made.

To assist, the Local Highway Authority can provide a full list of information required to discharge this condition. It should be noted that approval to discharge the condition does not automatically confer approval for the purposes of entering any Agreement with the Local Highway Authority.

The agreed drawings must be approved in writing by the Local Planning Authority for the purpose of discharging this condition.

Condition 6- New and altered Private Access or Verge Crossing

Notwithstanding any valid planning permission for works to amend the existing highway, you are advised that a separate licence will be required from North Yorkshire County Council as the Local Highway Authority in order to allow any works in the existing public highway to be

carried out. The 'Specification for Housing and Industrial Estate Roads and Private Street Works' published by North Yorkshire County Council as the Local Highway Authority, is available to download from the County Council's web site:

[https://www.northyorks.gov.uk/sites/default/files/fileroot/Transport%20and%20streets/Roads%2C%20highways%20and%20pavements/Specification for housing ind est roads street works 2nd edi.pdf](https://www.northyorks.gov.uk/sites/default/files/fileroot/Transport%20and%20streets/Roads%2C%20highways%20and%20pavements/Specification%20for%20housing%20and%20industrial%20estate%20roads%20and%20private%20streets%20works%202nd%20edition.pdf)

The Local Highway Authority will also be pleased to provide the detailed constructional specifications referred to in this condition.

Other Permissions required from the Local Highway Authority

Applicants are reminded that in addition to securing planning permission other permissions may be required from North Yorkshire County Council as Local Highway Authority. These additional permissions can include, but are not limited to: Agreements under Sections 278, 38, and 184 of the Highways Act 1980; Section 38 of the Commons Act 2006, permissions through New Roads and Streetworks Act 1991 and Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (as amended and including all instruments, orders, plans, regulations and directions).

Further information on these matters can be obtained from the Local Highway Authority. Other permissions may also be required from third parties. It is the applicant's responsibility to ensure all necessary permissions are in place.

Flood resistance and resilience - advice to applicant

The Environment Agency strongly recommend the use of flood resistance and resilience measures. Physical barriers, raised electrical fittings and special construction materials are just some of the ways you can help reduce flood damage.

To find out which measures will be effective for this development, please contact your building control department. In the meantime, if you'd like to find out more about reducing flood damage, visit the flood risk and coastal change pages of the planning practice guidance. The following documents may also be useful:

Government guidance on flood resilient construction
<https://www.gov.uk/government/publications/flood-resilient-construction-of-new-buildings>

CIRIA Code of Practice for property flood resilience
https://www.ciria.org/Research/Projects_underway2/Code_of_Practice_and_guidance_for_property_flood_resilience.aspx

British Standard 85500 – Flood resistant and resilient construction
<https://shop.bsigroup.com/ProductDetail/?pid=000000000030299686>