



SCARBOROUGH
BOROUGH COUNCIL

**REPORT TO PLANNING &
DEVELOPMENT COMMITTEE**

**TO BE HELD ON THURSDAY,
10 November 2022**

APPLICATION REFERENCE NO:

22/01604/FL

**Corporate Aims
Better Lives, Better Homes, Better
Places, Brighter Futures, Better
Council**

TARGET DATE:

4 October 2022

**Extended date:
14 November 2022**

GRID REF:

515027-474676

REPORT OF THE HEAD OF PLANNING – HOP/22/228

SUBJECT: Erection of 9no dwellings, with associated access and infrastructure following demolition of existing agricultural buildings at Church Farm Main Street Speeton Filey North Yorkshire YO14 9TD for Mr T, Mrs J and Miss P Coleman

1.0 THE PROPOSAL

1.1 The application site comprises of two parcels of land within the village of Speeton, part of the wider farmstead of "Church Farm". The site currently comprises of modern agricultural buildings, a brick built barn that is the subject of a "Class Q" prior notification for conversion to a dwelling, a chalk barn and the dwelling house "The Cottage". A further agricultural building, a field to the north of the site and the dwelling house of "Church Farm" are also within the applicants ownership and will be unaffected by the proposals. Church Farm is currently a working farm, but this will cease if planning consent is granted. The applicant has other agricultural buildings elsewhere and will continue to use these and land for the farming operations and live in the existing dwelling on the site.

1.2 In terms of the topography of the site, it is reasonably flat, rising gently from east to west before levels reduce again towards Chapel Lane. The site is currently accessed via Main Street and Chapel Lane, with Main Street having 2 access points, one for the existing agricultural buildings and one for the dwelling and further agricultural buildings to the rear.

1.3 The proposal seeks the erection of 9 dwellings, with garaging, parking, associated access and infrastructure following the demolition of existing agricultural buildings. During the course of the planning application, brick tumbling has been included on the gable ends for Plots 1, 2, 3, 5 and 6. Furthermore, space within each curtilage has been provided for bin and cycle storage and the root protection areas shown for the trees on the grass verges adjoining the site.

1.4 The proposed general site layout are 4 dwellings fronting onto Main Street, with a further 2 dwellings fronting onto Chapel Lane, with front gardens between the roads and

the main elevations of the dwellings, with private gardens, car parking and garaging to the side and to the rear. Plots 7 and 8 are located within the northern area of the site, accessed from Chapel Lane, with Plot 7 facing onto the private driveway and field to the north. Plot 8 faces eastwards, towards the private drive and access from Chapel Lane beyond. Plot 9 is located on the existing footprint of the chalk barn to the west of The Cottage, abutting the existing vehicular access to the cottage and the garden area of Church Farm house.

1.5 The proposed dwellings are detached and semi-detached, varying in floor area and ridge height, but all being two storey. All dwellings will have dedicated car parking spaces including garages, with space also available for an electric vehicle charging point.

1.6 Six of the dwellings have been designed to have a "cottage style" appearance, facing onto Main Street and Chapel Lane. Two of the detached dwellings have been designed to be standalone in design terms. One being a three-bay 'farmhouse' and the other having a hipped roof, taking homage from "Wold-top" Victorian farmhouses and rectories. The dwelling on the site of the chalk barn (dwelling 9) will broadly follow the same form, scale, layout and architectural detail of the existing barn. Existing materials will be re-used, vertical timber boarding for the infill panels of the cart shed openings and doors and windows being painted timber.

1.7 The external walls and roofs of the proposed dwellings will be constructed in antique blend red bricks (for 6 of the dwellings) and antique white render (dwellings 4 and 8), with roofs covered in red clay interlocking pantiles (for 6 of the dwellings) and concrete slates (dwellings 4 and 8). Composite doors and uPVC windows and rainwater goods are proposed, with broader details including cills, lintels, gable chimney stacks and open fronted porches.

1.8 Three garage blocks are proposed, to be built in an antique blend red brick and dark stained timber boarding, with roofs in interlocking clay pantiles and concrete slates. Two blocks will have a hipped roof and the garage for Plot 7 will have a pitched roof. All of the garages meet the required internal measurements to be considered a car parking space (6 metres in length and 3 metres in width). There is also space within the curtilage of each dwelling for an electric vehicle charging point.

1.9 The 9 proposed dwellings comprise of:

- 2 x 2 bedroom semi-detached, 2 storey dwellings
- 4 x 3 bedroom semi-detached, 2 storey dwellings (in 2 blocks)
- 1 x 3 bedroom detached, 2 storey dwelling
- 2 x 4 bedroom detached, 2 storey dwellings

1.10 Each dwelling meets the Nationally Described Space Standards (NDSS) based upon their storeys, number of bedrooms and number of bed spaces.

1.11 In terms of the individual plots, Plots 1 and 2 (facing Main Street) form a pair of pitched roof, 2 storey, semi-detached dwellings. They would have pitched roofs, running ridge parallel to the road. Each dwelling would measure 5.8 metres in width, 8.1 metres in depth, 5.2 metres to the eaves and 7.8 metres to the ridge. They will be set back from the road by 13 metres, with a 5 metre set back from the grass verge. Each dwelling will have a timber, open fronted porch, with small paned casement windows. Plot 1 would

have a lean to garage, with a hip to the rear and timber cladding to the front. It would have a set back from the front elevation of the host dwelling by 3.7 metres, to allow for a car parking space at the front. The rear boundary between the plots and plot 7 will have a 1.8 metre high brick wall and a 1.8 metre high timber close boarded fence will delineate each plot. The plots will have a garden depth of 7 metres. Plot 2 will have 2 car parking spaces, one within the garage block and one to the front of the garage that is located immediately to the west of the plot.

1.12 Plots 3 and 4 (facing Main Street and on the corner of Chapel Lane) form a pair of pitched roof, 2 storey, semi-detached dwellings. They would have pitched roofs, running ridge parallel to the road. Dwelling 3 would be set back by 0.7 metres from 4, creating a staggered appearance in the street scene, with a lower ridge and eave height compared to Dwelling 4. Dwelling 3 will be the smaller dwelling of the pair, measuring 6.6 metres in width, 9.7 metres in depth at ground floor level, 8.4 metres in depth at first floor level, 7.7 metre to the eave and 4.5 metre to the eaves. The single storey lean to that forms the kitchen/dining area will measure 3.2 metres to the ridge and 2.4 metres to the eaves. This dwelling will have timber framed open porch, with small paned casement windows. Plot 3 will have 2 car parking spaces, one within the garage block and one to the front of the garage that is located immediately to the east of the plot. The plot would have a garden depth of 6 metres.

1.13 Dwelling 4 is the larger dwelling of the pair, with a width of 7.8 metres, depth of 8 metres, ridge height of 7.8 metres and eave height of 4.8 metres. It would have side facing windows onto Chapel Lane, with a timber framed open porch, with sash windows. It would have 2 car parking spaces, one within the garage block and one to the front that is located to the east of dwelling 3. The rear boundary between the dwellings and dwelling 5 will have a 1.8 metre high brick wall and a 1.8 metre high timber close boarded fence will delineate each plot. The brick wall will continue to the side for dwelling 4 and form an enclosed rear garden, with open space to the west that will be part of the curtilage for dwelling 4. The side boundary for dwelling 3 will be the side wall of the garage block. Dwelling 4 will have a set back from Main Street by 1.4 metres, with a set back at the side from Chapel Street of 7.4 metres. It would have a garden depth of 7 metres.

1.14 Plots 5 and 6 (facing Chapel Street) form a pair of pitched roof, 2 storey, semi-detached dwellings. They would have pitched roofs, running ridge parallel to the road. Dwelling 5 would be the smaller dwelling of the pair, with a small lean to side extension as part of the kitchen/dining roof. Dwelling 5 would measure 8 metres in width at ground floor, 6.7 metres in width at first floor, 8.4 metres in depth, 4.7 metres to the eaves and 7.9 metres to ridge. The lean to would have a setback of 4.2 metre from the front elevation of the main dwelling, with a ridge height of 3.6 metres and eave height of 2.6 metres. It would have casement windows, with a timber front canopy. Its rear and side boundary will be a 1.8 metre height close boarded fence, with the side elevation of the garage block forming the rear boundary. Plot 5 would have 2 car parking spaces, one within the garage block and one to the front of the garage that is located immediately to the east of the plot, accessed off Chapel Lane.

1.15 Dwelling 6 is the larger of the pair, with a width of 6.7 metres (10.3 metres with the attached garage), depth of 9.3 metres at ground floor, depth of 8.4 metres at first floor, ridge height of 7.9 metres and eave height of 4.7 metres. It would have a wraparound single storey rear extension and attached garage to the side. The garage will have a setback of 2.7 metres from the front wall of the main dwelling and the garage

would be accessed by a car from the rear, with the other car parking space immediately outside the garage. There would be a ground floor front facing window on the attached garage. It would have a 1.2 metre high timber palisade fence along the north, side boundary to form a boundary between the dwelling 6 and the newly formed private drive to dwellings 7 and 8. Both dwellings would have a garden depth of 10 metres.

1.16 Dwelling 7 is a detached, pitched roof, double fronted, 2 storey dwelling that would face onto the newly formed private drive and the field to the north beyond. It has the appearance of a farmhouse with its symmetrical frontage. It would be set back 7.8 metres from the northern boundary. It would have a single storey flat roof "orangery" to the rear. The dwelling would have a total width of 11.2 metres, depth of 10.8 metres, eave height of 5.2 metres and ridge height of 8.2 metres. The orangery would measure 3.2 metres to the top of the flat roof and 3.5 metres to the top of the lantern. It would have small pane, sliding sash windows with a timber framed open porch to the front. It would have 4 car parking spaces, 2 within the garage to the immediate west and 2 at the front of these garages. The garden would have a depth of between 9-11 metres, with a 1.8 metre high brick wall forming the rear and side boundaries with dwellings 1, 2 and the Class Q dwelling. The side elevation of the detached garage will form the other boundary with the rear garden.

1.17 Dwelling 8 is a detached, hipped roof, double fronted 2 storey dwelling that would be at the end of the newly formed private driveway. It would have semi-hexagonal bay windows on the ground and first floor, on the front and side elevation, with double doors to the rear. All of the windows would have small panes, with an arched door detail on the front elevation. This dwelling would have a detached, pitched roof double garage to the south east of the main dwellings, with a gravel driveway and parking for up to 4 cars. The garden would have a depth of 10 metres, with a distance of 7.6 metres from the front elevation to the side elevation of dwelling 7. The driveway to dwelling 8 would be between these dwellings, with the main outlook for the dwelling is towards the access onto Chapel Lane.

1.18 Dwelling 9 is a detached dwelling, ranging from two and single storey with its gable facing Main Street. It would form a linear building that broadly reflects the form, scale, layout and architectural detail of the existing chalk barn that will be demolished, with some contemporary additions. Existing materials will be salvaged and re-used where appropriate with new sourced to make-up any shortfall to ensure that the dwelling has the appearance of the original chalk barn, with cobble walling and red clay pantiles. This includes brick cart piers, with the additional of timber cladding with full height timber glazing incorporated as well as retaining features such as cart shed openings, pitch holes, and loose box openings. An oak entrance lobby is proposed, along with solar panels and roof lights. Some of the existing front garden of Church Farm house will be afforded to Plot 9 for parking, turning and private garden.

1.19 It is proposed that the site will be accessed via three separate points of vehicular access; two to the south of the site from Main Street and a single access point to the west of the site via Chapel Lane.

1.20 The western access along Main Street will serve four new dwellings. This existing access to the existing farmyard will be sub-divided to also provide a separate access to the dwelling approved under Class Q. The Cottage will remain accessed via the eastern access that serve the single new dwelling. Main Street is a

single carriageway two-way road which is subject to a 30mph speed limit and has a footway running along the southern side of the carriageway.

1.21 Chapel Lane will provide access to four new dwellings. The access is proposed in the same location as the existing access which currently accesses the agricultural outbuildings. The existing access will be upgraded to a suitable junction and private drive with a carriageway width of 4.1 metres. Chapel Lane is a single carriageway two-way road which is subject to a 30mph speed limit and has a footway present along the western side of the carriageway.

1.22 The existing hedgerows and post and rail fences that form the boundary of the site will be retained, with further native species hedgerow planting and fencing proposed to supplement the existing boundary treatments and provide clear separation of the plots.

1.23 Surface water from the development is proposed to be discharged via soakaways. Foul water will be discharged to the existing public sewer to the south of the site, located within Main Street.

1.24 Immediately to the north of the site is an agricultural field that forms part of the wider Church Farm holding, within the applicant's ownership. The Old Chapel (a residential dwelling) is beyond this field to the north. To the east of the site are existing agricultural buildings, the closest of which is proposed to be converted to a dwelling house under a Class Q prior notification. The chalk barn within the eastern part of the site is proposed to be demolished.

1.25 To the south of the site is the road of Main Street, with a grass verge comprising a number of trees, with residential dwellings on the opposite side of the road. To the west is the road of Chapel Lane, with residential dwellings beyond.

1.26 In terms of the planning constraints of the site, it is located within the main core of the village of Speeton, within the Development Limits of the settlement. Speeton is located between the towns of Bridlington and Filey, it is the southernmost village in the Borough and is part of the "Yorkshire Wolds" villages.

1.27 Speeton does not have a conservation area and includes buildings of varying ages. There are two listed buildings in village; the Grade II* Church of St Leonard, 130 metres to the north east of the site and the Grade II Manor Farmhouse, located 200 metres to the southeast of the site. There are four ponds located within a 180 metre radius of the site. The site is located within Flood Zone 1 (lowest risk) and has no other designations.

1.28 In addition to the detailed plans that have been submitted, the application is accompanied by several supporting documents (available to view on the Council's website) including:

- Design Commentary prepared by Walker Graham Architects
- Ecological Appraisal by Wold Ecology Ltd
- Bat Survey by Wold Ecology Ltd
- Great Crested Newt Assessments by Wold Ecology Ltd
- Flood Risk Summary and Drainage Strategy by Andrew Moseley Associates
- Highways Supporting Statement by Andrew Moseley Associates

- Phase 1 Geo-Environmental Assessment by Alan Wood & Partners
- Planning Statement by nineteen47
- Structural Survey for the Chalk Barn by LHL Group
- Tree Survey by Tree Survey Solutions

2.0 SCREENING OPINION REQUIRED?

2.1 No

3.0 PRE-APPLICATION COMMUNITY ENGAGEMENT

3.1 None undertaken

4.0 CONSULTATIONS AND COMMENTS

The following is a summary of the key and relevant comments received from consultees and interested parties. Their full comments and any accompanying documentation are available to view on the Council's website.

4.1 Reighton and Speeton Parish Council - no objection.

4.2 Local Highway Authority (NYCC) - no objection, subject to conditions.

The application proposes to construct nine dwellings on the site of disused farm buildings, with two points of access. Four dwellings would gain access from a private drive access from Chapel Lane, and four dwellings would gain access from Main Street. Parking for each dwelling has been provided to comply with NYCC's Interim Guidance on Transport Issues including Parking Standards. A further dwelling is proposed for dwelling nine with a separate access and parking.

4.3 Environmental Health Private Sector Housing - no objection.

4.4 Environmental Health CRT - no objection.

The applicant has already submitted a detailed Phase I Geo-environmental Assessment and I therefore recommend conditions that a Phase II intrusive Site investigation Report should be submitted to and approved in writing by the Local Planning Authority.

Should remediation be recommended in the Phase II Intrusive Report, development shall not commence until a Remediation Strategy Report has been submitted to, and approved in writing by the Local Planning Authority. 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. Following completion of any measures identified in the approved Remediation Strategy Report, a Validation Report shall be submitted within agreed timescales to, and approved in writing by the Local Planning Authority. The site shall not be brought into use until all the validation data has been approved in writing by the Local Planning Authority on completion of the works outlined in the approved Remediation Strategy Report.

4.5 Parks and Countryside Services (Ecology) - no objection.

I have reviewed the Ecological Appraisal, Great Crested Newt and Bat Survey reports submitted with the application and their recommendations are sound and thorough. The Bat Method Statement and the GCN Mitigation Strategy are a pre-requisite of licencing and they must be to Natural England's satisfaction before licences are granted, but the planning authority may wish to impose a condition that we receive a copy of these documents prior to works commencing.

Overall, the proposal may go ahead with suitable mitigation measures and method statements, and will require Natural England protected species licences for Bats and Great Crested Newt (GCN) before any clearance, demolition, excavations or heavy plant are brought on site. Given the nature of the protected species precautions in relation to site clearance, I would advise that an Ecological Clerk of Works (ECoW) is appointed for the clearance and demolition phase.

The GCN assessment is based upon two surveys in 2017 and re-assessed June 2021, which confirmed the population is still present and similar in size. Four ponds are within a close radius of the development site and together with terrestrial habitats on and around the site support a 'medium sized' population of GCN. The closest pond, 40 metres away being in the view of the ecologist the core of the population. No GCN breeding habitat will be lost as a consequence of the development.

In terms of bats, a number of day roosts of common pipistrelle and brown long eared bats are present in various buildings. Due to the relatively low numbers and the species, these are of low conservation significance. Loss of the roosts, under a protected species licence is acceptable given that mitigation i.e. alternative roosting features will be provided, more or less like for like. Six bat boxes are to be sited on the buildings close to the existing roosts to be lost.

Both the GCN and the bat licence should be secured before work starts on any part of the site.

Nesting birds use some of the buildings. Appropriate precautions should be followed, including timing constraints and nest box provision.

Some amenity planting will be associated with the development and the ecologist indicates in the GCN report that a net gain of terrestrial habitat for GCN will be created adjacent to pond 1, as part of the mitigation proposals for the licence. I am happy to take this as read, but for clarity it would be useful for the LPA to see those designs as part of the mitigation strategy.

4.6 Parks and Countryside Services (Arboricultural) - no response received.

4.7 Yorkshire Water Services - no objection, subject to conditions.

Surface water is proposed to be drained to soakaway that is fully endorsed as a means of surface water disposal.

If planning permission is to be granted, conditions should be attached to ensure that the site is developed with separate systems of drainage for foul and surface water on and off site. Furthermore, no piped discharge of surface water from the application site shall take place until works to provide a satisfactory outfall, other than the existing local public sewerage, for surface water have been completed,

4.8 Publicity

Consultation period expired on 29th September 2022. Two comments have been received from third parties, neither objecting nor supporting the application but raising concerns. These comments are summarised as:

- The nearest bus stop is about 2 miles away, near the Dotterel and there is not an adequate footpath out of the village to this stop
- The village is located 5 miles from the nearest towns, working households may need 2 cars or more. We are very concerned that even with the provision of parking for 20 cars this may not be enough. Garages are frequently used as storage areas and visitors need to park somewhere. The roads in the village are often crowded, both by residents and walkers who frequently join the coastal footpath from Speeton. In addition, there are currently only about 50 houses in Speeton, so traffic will increase significantly with the development.
- There is no through road in Speeton. Any vehicle that comes into the village needs to turn around to leave. This includes the refuse lorry, which has to reverse up Chapel Lane to collect bins and the school bus, which also backs into Chapel Lane to turn round in order to leave the village.
- Any new development should add to strong, healthy and vibrant communities, add to the overall quality of life and be visually attractive, with good architecture and layout. However, it would be wonderful to see some covenant on these houses to stop them being bought as holiday homes, Airbnb's, or holiday lets so they and their residents can really contribute to life and community in the village.

5.0 RELEVANT SITE HISTORY

5.1 2009 - Alterations and extensions to redundant farm buildings and erection for new housing to create 10 dwellings; approved subject to conditions and a S106 agreement but never implemented.

5.2 2022 - Conversion of brick built barn to form a 4 bedrooomed dwelling house; permitted under Part 3, Schedule 2, Class Q of the Town and Country Planning (General Permitted Development)(Amendment)(England) Order 2015; prior approval not required.

6.0 PLANNING POLICY

6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of The Town and Country Planning Act 1990 require that planning applications are determined in accordance with the Development Plan unless material considerations indicate otherwise (in the case of advertisement applications the Advertisement Regulations 2007 are applicable). Attention is drawn to the following Development Plan and other planning policies and guidance which are considered to be particularly relevant to the consideration of this application:-

Scarborough Borough Local Plan 2017

ENV 6 - Development Affecting the Countryside

HC 3 - Affordable Housing

SH 1 - Settlement Hierarchy

DEC 1 - Principles of Good Design
DEC 2 - Electric Vehicle Charging Points
DEC 3 - The Efficient Use of Land and Buildings
DEC 4 - Protection of Amenity
HC 1 - Supporting Housing Development
HC 2 - New Housing Delivery
ENV 3 - Environmental Risk
ENV 5 - The Natural Environment

National Planning Policy Framework

NPPF6 - Building a strong, competitive economy
NPPF12 - Achieving well-designed places
NPPF14 - Meeting the challenge of climate change, flooding and coastal change
NPPF15 - Conserving and enhancing the natural environment

Scarborough Borough Supplementary Planning Documents

Residential Design Guide - SPD

Local Planning Policy and Guidance

None relevant

7.0 ASSESSMENT

7.1 Taking into account the relevant planning policy, consultation responses and all other material planning considerations, it is the view of Officer's that the key issues for consideration in the determination of this application are:

- A) Principle of the development, including efficient use of land and affordable housing
- B) Design
- C) Impact upon the character and appearance of the wider landscape
- D) Highway safety
- E) Ecology
- F) Neighbouring amenity
- G) Drainage
- H) Land contamination
- I) Other matters
- J) Conclusion

A) Principle of the development

7.2 Local Plan Policy HC2 (New Housing Delivery) states that proposals for new housing development will be permitted within the defined Development Limits of settlements where in accordance with other policies in the Local Plan. The site is located within the Development Limits of the village of Speeton that is also identified within the settlement hierarchy of the Local Policy SH1 (Settlement Hierarchy) as a "Rural Village".

7.3 The village of Speeton has limited services and links to public transport, whilst facilities within the village are a church and play area. The development is on an existing farmstead within the village that is within the Development Limits of the settlement. The dwellings would provide a mixture of sizes of dwellings and whilst the reliance will be on car to access services, there will be other social benefits of having dwellings within the village. Consideration should also be given to a planning permission from 2009 (that granted the redevelopment of the site for 10 dwellings (albeit now lapsed and a different scheme to this proposal, and with one more dwelling).

7.4 In terms of the demolition of the buildings across the site, they are not listed nor within a Conservation Area. Most of the agricultural buildings are modern, utilitarian in appearance and their demolition can be supported. It is regrettable that the existing chalk barn is to be demolished. However, a structural survey has been submitted that confirms the building cannot be converted and is in danger of collapsing. The existing materials will be salvaged where possible and its overall re-build will reflect its scale, form and detailed design which will be discussed in the design section of the report.

Efficient use of land

7.5 Local Plan Policy DEC3 (The Efficient Use of Land and Buildings) states that proposal will be required to make efficient use of land and the density of development should be in keeping with the character of the local area.

7.6 It is considered the erection of 9 dwellings, ranging from detached and semi-detached on the site is considered an acceptable density, given the size of the site and it being bounded by 2 existing roads, in accordance with Local Plan Policies HC2 and DEC3.

Affordable housing

7.7 The erection of 9 dwellings within the site would fall below the threshold of 11 units or more that would require the provision of on-site affordable housing in accordance with Local Plan Policy HC3 (Affordable Housing). This is also the case, with consideration of the Class Q application that has been approved for the conversion of an agricultural building to one dwelling on the site. Therefore, the total number of dwellings is 10. For the reasons explained above, it is considered that the site is not capable of accommodating more than 10 dwellings.

7.8 In light of the above, it is considered that the principle of development can be supported in this case, complying with Local Plan Policies SD1, SH1, HC2 and DEC3.

C) Design

7.9 Local Plan Policy DEC1 (Principles of Good Design) seeks through good design to create attractive and desirable places where people want to work, live and invest, and includes the following requirements:

- i. That the proposal reflects the local environment and creates an individual sense of place with distinctive character;
- ii. That the detailed design responds positively to the local context, in terms of its scale, form, height, layout, materials, colouring, fenestration and architectural detailing; and

iii. That the proposal has taken account of the need to safeguard or enhance important views and vistas.

7.10 Furthermore, Section 12 (Achieving well-designed places) of the NPPF also sets out the requirement for good design which it describes as a key aspect of sustainable development, and seeks to create better places to live and work.

7.11 The Council's Residential Design Guide identifies that Speeton is a Wolds Fringe Village. The positive characteristics on these villages are high density, close grain historic cores, staggered frontage, simple building forms and balanced proportions with narrow layouts, dual pitched roofs, run through chimneys, plain closed eaves finish or stone tabling to gable ends. Materials and architectural details include a mix of chalk stone, brick and white rendered/painted buildings with clay pantiles, stone copings and kneelers, window cills and lintels, timber sliding sash windows and tumbled gables.

7.12 The Design Guidance also explains how the design components of character and identity, layout, streetscape and built form, density and mix, detailing, materials and landscaping, efficiency, adaptability and resilience should be considered for any new housing developments.

7.13 The site occupied by agricultural buildings and is prominent from the principal approach into the village via Wide Lane, as you turn the corner onto the junction between Main Street and Chapel Lane.

7.14 The proposed dwellings are to be laid out to address the street frontages of Main Street and Chapel Lane, with active front elevations, front gardens, with private gardens to the rear. The front gardens will be appropriately landscaped to soften the impact of the built form upon the village. There will be dwellings to the rear, accessed from Chapel Lane. Plot 7 will face onto the open countryside and Plot 8 towards Chapel Lane. Plot 9 will retain its front and side elevation with Main Street, beyond the existing dwelling of The Cottage.

7.15 Therefore, the overall site layout has resulted in active frontages for all of the dwellings and will create a strong sense of place as a new build development site. Parking does not dominant, with garaging and side parking provided for all plots. The gardens, whilst being relatively short for some plots (6 metres), are commensurate to the size of the proposed dwellings and other dwellings in the village that don't have vast rear gardens. Any Plots 1-8 all benefit from private areas to the front to create a well-spaced out layout. Achieving a higher quality frontage onto Chapel Lane and Main Street is considered more beneficial to the overall layout of the site to accept what would normally be considered substandard size gardens, failing below 10 metres in depth.

7.16 The bin and cycle storage areas have been designed to join the dwellings, garages or boundary walls, in discrete locations with a simple lean to roof design.

7.17 The layout will allow for the recently approved conversion of a traditional brick barn under Class Q to a dwelling to be more visible, given that the modern adjoining buildings are proposed to be demolished to allow the dwelling to have a rear garden and wider views from Main Street.

7.18 Density is concentrated to the site perimeter south and west (7 dwellings) to reinforce the street scene of Main Street and Chapel Lane and core of the village. The north of the site is a rural fringe and therefore density lessens with 2 detached dwellings.

7.19 The dwellings generally follow the topography of the site, their scale has been designed to complement the lower buildings of the barn to the east and existing cottages to the west to create a 'sweeping curve' of ridge heights.

7.20 The dwellings will be detached and semi-detached properties, of varying sizes and two-storeys in height. They will mainly have pitched roofs, with the larger detached dwelling having a hipped roof.

7.21 It is considered that the built form is appropriate to the sites context, given that the buildings are two-storey in scale and having a simple plan form, with balanced proportions.

7.22 The external walls and roofs will be constructed in antique blend red bricks and antique white render with roofs covered in red clay interlocking pantiles and concrete slates (dwellings 4 and 8). Composite doors and uPVC windows and rainwater goods are proposed, with cills and lintels, gable chimney stacks and open fronted porches. Window openings will be sash and casements. Rainwater goods will be black, attached by rise and fall brackets, with no barge or fascia boards. Tumbled gables are proposed to create a further sense of individuality for the dwellings, within a Wolds village

7.23 It is however considered that concrete slates are inappropriate and would have a stark, bulky appearance and therefore will not be accepted. Natural or a reconstituted slate is required for a high quality development such as this.

7.24 There are subtle detail differences between the proposed dwellings, which give each dwelling its own identity, whilst allowing them to sit together as a new cohesive development. Subject to the exact detailing and samples of the materials, it is considered that the overall use of materials are acceptable in this context.

7.25 In terms of the vehicular access points, they will be upgraded but they follow existing points. There are considered to be no objections to the ground surfacing materials, with tarmac for the private drives and turning and gravel for the car parking areas to delineate them and will help to make an attractive development.

7.26 Parking has also been restricted to the side of the dwellings or within the garages to reduce an overly dominate landscape of cars across the development site or to the immediate front of the dwellings.

7.27 The frontage of the dwellings will be remain as open grassed areas, with paved path to the front door. A condition is recommended to withdraw permitted development rights in respect of the creation of hardstanding areas to the front of plots for car parking, to ensure that the open nature of the frontage of the plots is retained.

7.28 The proposals are considered replicate some locally distinct design elements from the traditional Speeton vernacular whilst creating dwellings that incorporate some contemporary and innovative design solutions, where these enhance local character and distinctiveness.

7.29 There is considered to be no objection to the overall site layout, scale and appearance of the proposals. Given that the site has been carefully designed in a bespoke way to protect the character of the village, it is considered that special circumstances have been met to withdrawn permitted development rights from the plots.

7.30 An uncontrolled extension, alteration and provision of curtilage structures and means of enclosures could seriously harm both the character of the village and development as a whole as well as and harm the amenities of the neighbours. Curtilage buildings for cycle and bin storage have been included already for some of the plots to aide with the pressure to include such structure within gardens. An appropriate condition is recommended accordingly.

7.31 In light of the above, it is considered that the proposals respond positively to local context and complies with Local Plan Policy DEC1, the Residential Design Guide SPD and Section 12 of the NPPF.

C) Impact upon the character and appearance of the wider landscape

7.32 Local Plan Policy ENV7 (Landscape Protection and Sensitivity) states proposals should protect the landscaping character of an area and consider its sense of openness and relationship to existing settlement edges.

7.33 The site is bounded by open countryside to the north and east (fields), with Chapel Lane to the west, Main Street to the south and other residential development.

7.34 The development of the site is on existing areas of hardstanding and buildings. The existing post and rail fence on the north boundary will be retained, with a native species hedgerow being planted to soften the impact of the development upon the open countryside to the north. The dwellings have been carefully designed to ensure that they reflect the local vernacular of the Wolds villages and pay homage to the use of the site as a farmstead.

7.35 There is dispersed development to the north of the site, with the Old Chapel and a farmstead beyond. This proposal ensures that the character and appearance of the adjacent field, outside of the Development Limits is protected by virtue of not encroaching into this open area and maintains an open area along the northern boundary, forming the access road. Dwelling 9 will also be located on an existing footprint of a building, with the garden space being existing curtilage associated with the dwelling of Church Farm.

7.36 In light of the above, it is considered that the proposal will protect the character of the open countryside and comply with Local Plan Policy ENV6.

D) Highway safety

7.37 Local Plan Policy DEC1 (Principles of Good Design) states that proposals should provide suitable and safe vehicular access and suitable servicing and parking arrangements.

7.38 The Local Highway Authority is a statutory consultee in the planning process, and the Local Planning Authority is reliant on its technical expertise when assessing proposals from transport and highways perspectives.

7.39 Each individual plot is considered to have a safe access point, to ensure safe pedestrian movement around the site. Satisfactory levels of parking and turning within the site are provided to serve the development, as well as having secure cycle storage and provision for electric vehicular charging points.

7.40 The Local Highway Authority confirmed that parking for each dwelling has been provided to comply with their standards and the visibility splays are satisfactory. All dwellings will have a garage and the internal dimensions are 6 metres x 3 metres to be considered a parking space. Conditions are suggested regarding the stands for the verge crossing and the parking for dwellings to be constructed and maintained for their intended purposes.

7.41 It is considered that a development of nine dwellings will not significantly increase the volume of traffic into the village and the surrounding highway network. Consideration should also be given to the existing use of the site as an agricultural working farm that has an existing volume of traffic.

7.42 It is considered that subject to the suggested conditions from the Local Highway Authority, the proposal will not have an unacceptable impact upon highway safety and would comply with Local Plan Policy DEC1.

E) Ecology

7.43 Local Plan Policy ENV5 (The Natural Environment) requires development proposals to respond positively and seek opportunities for the enhancement of species, habitats and other assets.

7.44 Given that existing buildings on the site that are proposed to be demolished and the proximity of the site to 4 ponds in the village, the application has been accompanied by an Ecological Appraisal, Bat Survey and Great Crested Newt Report.

7.45 The habitats within the site comprise of hard standing, buildings, amenity grassland, hedgerow and a dwelling house. The submitted reports confirm that some of the buildings support common pipistrelle and brown long-eared day roosts and any works that will disturb, modify or permanent lose the roosts will require a development licence from Natural England.

7.46 Furthermore, due to the construction zone occurring within 50 metres of a known Great Crested Newt (GCN) population, presence within buildings at Church Farm comprising viable terrestrial habitat, a Natural England development licence will need to be obtained.

7.47 The site is suitable for nesting birds and any building or vegetation removal should be done outside of the bird besting season.

7.48 The Council's Ecologist has raised no objection to the proposal, subject to the development being carried out in associated within the recommendations within the submitted Ecological Appraisal, Bat Survey and Great Crested Newt Report. A condition

will be imposed to reflect this. Other primary legislation) Wildlife and Countryside Act 1981) will ensure that the development does not harm protected species or their habitats.

7.49 In light of the above, it is considered that the proposal complies with Local Plan Policy ENV5.

F) Neighbouring amenity

7.50 Local Plan Policy DEC4 (Protection of Amenity) does not allow development that would have an unacceptable impact on existing and future occupants of land and buildings. Proposals should not give rise to unacceptable impacts by means of overbearing, overlooking and loss of privacy, disturbance from noise, light pollution or other activities, emissions and overshadowing or loss of light.

7.51 The proposed layout will generally offer a good standard of amenity for future occupants. The houses comply with the national space standards. Back to back distances of at least 18 metres are achieved between new houses and their juxtaposition and other separation will avoid unacceptable levels of overlooking or overbearing impacts. The rear gardens, with some falling below the 10 metre accepted depth, are considered to be acceptable, given the width of the dwellings and also having front gardens, garages and cycle and bin storage. It is important from a visual and amenity point of view to have the dwellings facing Chapel Lane and Main Street set back with the driveway in front, to create a sense of openness and to retain the trees in the grass verges. By having dwellings closer to the front and side of the site, whilst increasing the back garden depths would have a more overbearing nature on the street scene and dwellings opposite. It is therefore considered that what would normally be considered substandard size gardens, failing below 10 metres in depth are acceptable in this case.

7.52 In terms of the impact of the proposal upon existing residents, the dwellings will not sit higher than the ridge height of the existing agricultural buildings on the western boundary of the site. Whilst the new builds will be closer to the western boundary, the grass verge, trees and roadway form a buffer between the site and the existing dwellings. The site is also located on slightly higher land than the existing dwellings on Chapel Lane. However, this is the same as the existing farmstead and buildings, with no changes to levels proposed across the site.

7.53 There is a front to front relationship between Plots 5 and 6 to the dwellings of 1 and 3 Chapel Lane, with a distance of 18 metres. There is a side to side relationship between Plot 4 and the dwelling of White Gables, with a distance of 15 metres.

7.54 There is a front to front relationship between Plot 4 to the dwelling of The Bungalow, 1 Main Street, with a distance of 25 metres. There is a front to front relationship between Plot 3 to the dwelling of Robina, 2 Main Street with a distance of 28 metres. A detached garage is on the front boundary of 2 Main Street. There is a front to front relationship between Plots 1 and 2 to the dwelling of Highbury 3 Main Street, with a distance of 32 metres. There is a side to rear relationship between Plot 6 and the dwelling of The Old Chapel with a field in between and distance of 19 metres.

7.55 Existing hedgerows and additional planting is proposed on the north, west and eastern boundaries to act as further screening between dwellings, with the existing trees on the grass verges being retained.

7.56 Plot 9 on the eastern end of the site, by virtue of its orientation and garden space afforded, will not impact upon the amenity of the dwelling of Church Farm.

7.57 It is considered that the proposal will not result in unacceptable or unreasonable impacts on the amenities of existing adjoining or nearby residents and therefore and complies with Local Plan Policy DEC4.

G) Drainage

7.58 Local Policy ENV3 (Environmental Risk) advises that proposals will be expected to mitigate against the implications of environmental risk and the effects of climate change. It further states that using mitigation measures such as Sustainable Drainage Systems where possible in order to facilitate development in areas of sensitive drainage and to meet the requirements of the Water Framework Directive. Development should also have an adequate provision for foul and surface water disposal in advance of occupation.

7.59 The site falls in Flood Zone 1 (low flood risk). The proposal is not considered major development and therefore the Lead Local Flood Authority are not statutory consultees in this case. Yorkshire Water have been consulted on the proposal, raising no objection.

7.60 Surface water from the development is proposed to be discharged via soakaways. An infiltration test confirms that this is possible with the ground conditions. Foul water will be discharged to the existing public sewer to the south of the site, located within Main Street.

7.61 It is considered that the site has adequate means of surface water and foul water disposal and complies with Local Plan Policy ENV3.

H) Land contamination

7.62 Local Plan Policy ENV3 (Environmental Risk) states that proposals should require the remediation or mitigation of contaminated land to reduce unacceptable risks to the environment through development.

7.63 The application has been accompanied by a Phase I Geo-Environmental Appraisal, which provides background data in terms of the land uses of the site and its surroundings together with details of the general geology, mining and hydrogeology.

7.64 It outlines that a Phase II intrusive Site investigation Report is undertaken and this can be secure by planning condition to ensure that there are no unacceptable risks to the environment or human health as a result of the development, complying with Local Plan Policy ENV3. Should remediation be recommended in the Phase II Intrusive Report, a Remediation Strategy Report will be required.

I) Other matters

Electric charging points

7.65 Local Plan Policy DEC2 (Electric Vehicle Charging Points) states every new residential property with a dedicated car parking space should include an electrical socket suitable for charging electric vehicles. The minimum requirement would be a single phase 13 amp socket. There is space within each plot for this requirement, and this will be required by condition.

Light pollution

7.66 The site is located within a rural village whereby external lighting needs to be carefully considered to ensure that the overall character of the area is protected as well as protected species. The exact detail of this can be secured by planning condition.

Refuse collection and storage

7.67 Each dwelling has space for 2 refuse bins, provided as a lean-to structure as either part of the bike store structure or sited close to the 'back door' for the dwelling. Two bin collection points are also shown on the submitted site layout plan, one at each access point to the site.

J) Conclusion

7.68 Following the above assessment and comments that have been received from statutory consultees, it is considered that the development can be accommodated in this location, without significant impact upon the character of the village, an unacceptable impact upon highway safety, neighbouring amenity, ecology and can be adequately provide a means of foul and surface water disposal. The application is therefore recommendation for approval, subject to the following conditions.

8.0 PRE-COMMENCEMENT CONDITIONS

8.1 There are no pre commencement conditions recommended.

POSITIVE AND PROACTIVE STATEMENT

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including Local Development Framework Policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

RECOMMENDATION

1 The development hereby approved shall be undertaken in accordance with the following drawings unless otherwise required or specified by other planning conditions required or otherwise approved in writing by the Local Planning Authority:

Site Location Plan 01F, Proposed Floor Plans and Elevations - Plot 7 06A,
Proposed Floor Plans and Elevations - Plot 8 07A - all received 5th August 2022.

Proposed Site Plan 02F, Proposed Floor Plans and Elevations - Plots 1 and 2 03B, Proposed Floor Plans and Elevations - Plots 3 and 4 04C, Proposed Floor Plans and Elevations - Plots 5 and 6 05B, Proposed Site Elevations 08F and Proposed Garages 13A - all received 27th October 2022.

Reason: To avoid doubt.

2 Notwithstanding the submitted plans, prior to the external walls of the development hereby approved being first constructed, the following samples shall be submitted to and approved in writing by the Local Planning Authority and shall be implemented in full prior to the dwelling being first occupied:

Dwellings and garages

- Bricks
- Roof tiles (concrete tiles are not acceptable)
- Render
- Cill and lintels
- Window units (the external face of the frame to all new windows shall be set in a reveal of a minimum of 75mm from the outer face of the adjacent walling and sash windows shall have a sliding opening mechanism).
- Timber cladding
- Rainwater goods (to be black and attached via a rise and fall bracket/spikes) with no barge or fascia boards.

Reason: Note: It is suggested that the samples of materials that are requested are delivered to site and the planning Case Officer is advised that they are available for inspection.

3 Prior to the erection of any new boundary or surface treatment, details of the proposed boundary treatment, 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, and the details so approved shall be implemented in full before the development is first brought into use unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to ensure a satisfactory appearance and to protect the amenity of existing dwellings, to satisfy Local Plan Policies DEC1 and DEC4.

4 No above groundworks should take place until the exact details of the hard surfacing details across the site, including a schedule of materials have been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of the visual amenity and sustainable drainage of the development in accordance with Local Plan Policies DEC1 and ENV3.

5 Prior to first occupation of the dwellings hereby approved and notwithstanding the submitted details, a full scheme of landscaping has been submitted to and approved in writing by the Local Planning Authority.

The scheme should include the number, species, heights and positions of planting, together with details of post-planting maintenance and the trees, hedgerows

and planting that will be retained. The landscaping scheme as approved shall be implemented in its entirety within the first planting season, prior to the first occupation of the dwellings hereby approved. All trees, shrubs and bushes shall be maintained by the owner or owners of the land on which they are situated for the period of five years beginning with the date of completion of the scheme. During that period, all losses shall be made good as and when necessary, unless the Local Planning Authority gives written consent to any variation.

Reason: In the interests of the visual amenity of the development, within a rural village on the edge of the countryside and to protect the amenity of adjoining residents, in accordance with Local Plan Policies ENV6, DEC1 and DEC4.

6 The development hereby approved shall be undertaken in accordance with the following recommendations contained within the following documents unless otherwise required or specified by other planning conditions:

- Mitigation and Compensation (Section 7), Mitigation Strategy (Section 7.2) and Method Statement (Section 7.3) contained within the Bat Survey by Wold Ecology Ltd dated August 2021.

- Mitigation (Section 7) contained within the Great Crested Newt Assessments by Wold Ecology Ltd dated 2021.

Reason: To avoid doubt, in accordance with Local Plan Policy ENV5.

7 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) Class F (hard standing surfaces incidental to the enjoyment of the dwelling house) shall not apply to the areas between the front and side elevations of the dwellings and the roadway other than as may be approved in writing by the Local Planning Authority following a specific application in that respect.

Reason: There are considered to be special circumstances that apply in accordance with the Planning Practice Guidance that warrant the removal of these permitted development rights. These special circumstances relate to ensuring an attractive residential environment and prevent internal roads being dominated by the appearance of cars within front garden areas. This also reflects Local Plan Policy DEC1 and Section 12 of NPPF.

8 Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) Order 2015, (or any Order or Statutory Instrument revoking and re-enacting that Order), none of the following developments or alterations shall be carried out without the prior written approval of the Local Planning Authority:

- (a) The erection of freestanding curtilage buildings or structures including car ports, garages, sheds, greenhouses, pergolas or raised decks;
- (b) The erection of house extensions including dormer windows, conservatories, garages, car ports, porches or pergolas;
- (c) Alterations including the installation of replacement or additional windows or doors and the installation of roof windows;
- (d) The installation of flues;
- (e) The erection of any means of enclosure.

Reason: There are considered to be special circumstances that apply in accordance with the Planning Practice Guidance that warrant the removal of these permitted development rights. These special circumstances relate to the development being carefully designed in a bespoke way to protect the character of the village and the amenity of the existing dwellings. Design of a lesser standard would not have been approved in this location. Therefore the very special circumstances have been met where the removal of permitted development rights is justified to protect both visual and residential amenity in accordance with the requirements of Local Plan Policies DEC1 and DEC4.

9 With the exception of street lighting within the adoptable highway areas, precise details of any external lighting within the private parking areas shall be submitted to and approved in by the Local Planning Authority prior to its installation. The lighting scheme shall include measures to minimise any impact through light spillage on the visual amenities of the area as well as to minimise disturbance to bats and birds.

Reason: In order to ensure areas are satisfactorily lit without unacceptable light pollution and spillage, to satisfy Local Plan Policies DEC1 and ENV3.

10 All dwellings with a dedicated car parking space within its curtilage shall be provided with an electrical socket capable of charging electric vehicles. It shall be provided before the dwelling is first occupied.

Reason: In the interests of sustainable development and to comply with Local Plan Policy DEC2.

11 The development must not be brought into use until the access to the site at Chapel Lane and Main Street, Speeton 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 must be constructed in accordance with the approved details and/or Standard Detail number E9A and the following requirements.

- Any gates or barriers 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 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 accordance with Local Plan Policy DEC1.

12 No dwelling must be occupied until the related parking facilities have been constructed in accordance with the details approved in writing by the Local Planning Authority. Once created these areas must be maintained clear of any obstruction and retained for their intended purpose at all times

Reason: To provide for adequate and satisfactory provision of off-street accommodation for vehicles in the interest of safety and the general amenity of the development.

13 The site shall be developed with separate systems of drainage for foul and surface water on and off site. The separate systems should extend to the points of discharge to be agreed.

Reason: In the interest of satisfactory and sustainable drainage, to comply with Local Plan Policy ENV3.

14 No piped discharge of surface water from the application site shall take place until works to provide a satisfactory outfall, other than the existing local public sewerage, for surface water have been completed in accordance with 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 public sewer network, to comply with Local Plan Policy ENV3.

15 Should further intrusive investigation be recommended in the Phase I report, development 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 Report shall be prepared in accordance with Land Contamination Risk Management (LCRM) which replaced CLR11 in October 2020 and PPS23.

Reason: To ensure that actual or potential land contamination at the site has been investigated and that associated environmental risks have been assessed, in accordance with Local Plan Policy ENV3.

16 Should remediation be recommended in the Phase II Intrusive Report, development shall not commence until a Remediation Strategy Report has been submitted to, and approved in writing by the Local Planning Authority. The Remediation Strategy Report shall be prepared in accordance with Land Contamination Risk Management (LCRM) which replaced CLR11 in October 2020 and PPS23.

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.

Reason: To ensure the development shall be 'suitable for use' and that identified contamination will not present significant environmental risks, in accordance with Local Plan Policy ENV3.

17 Following completion of any measures identified in the approved Remediation Strategy Report, a Validation Report shall be submitted within agreed timescales to, and approved in writing by the Local Planning Authority. The Validation Report shall be prepared in accordance with Land Contamination Risk Management (LCRM) which

replaced CLR11 in October 2020 and PPS23. The site shall not be brought into use until all the validation data has been approved in writing by the Local Planning Authority on completion of the works outlined in the approved Remediation Strategy Report.

Reason: To enable the Local Planning Authority to determine whether the site has been rendered 'suitable for use' and that contamination has been dealt with so as not to present significant environmental risks, in accordance with Local Plan Policy ENV3.

18 No above groundworks should take place until full details of the existing and proposed site levels and proposed finish floor levels of the dwellings, garages, garden areas and hard surfaced areas shall be submitted to and approved in writing by the Local Planning Authority. The planning permission hereby granted gives no consent for any increase in ground levels, the construction of any retaining walls, other structures or engineering operations other than those specifically identified within the approved drawings.

Reason: To avoid doubt, minimize the impact of the development on the surrounding area and protect the amenities of the occupiers of the existing dwellings, in accordance with Local Plan Policies DEC1 and DEC4.

Notes

1 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_edition.pdf

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

David Walker

Background Papers:

Those documents referred to in this report.

IF YOU HAVE ANY QUERIES ABOUT THIS REPORT OR WISH TO INSPECT ANY OF THE BACKGROUND PAPERS, PLEASE CONTACT MS CHARLOTTE CORNFORTH ON 01723 232482 email charlotte.cornforth@scarborough.gov.uk



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