

North Yorkshire Council

Community Development Services

Skipton and Ripon Area Constituency Planning Committee

05 DECEMBER 2023

ZA23/25358/FUL - CONVERSION AND RECONSTRUCTION OF TWO BARNAS AS TWO DWELLINGS, AND THE CONSTRUCTION OF THREE NEW DWELLINGS (REVISED SCHEME FOLLOWING DETERMINATION OF 2022/23773/FUL) WITH ASSOCIATED WORKS. AT TOWN END BARN, COLNE ROAD, GLUSBURN ON BEHALF OF BURLEY DEVELOPMENTS GROUP

Report of the Assistant Director Planning – Community Development Services

1.0 Purpose of the report

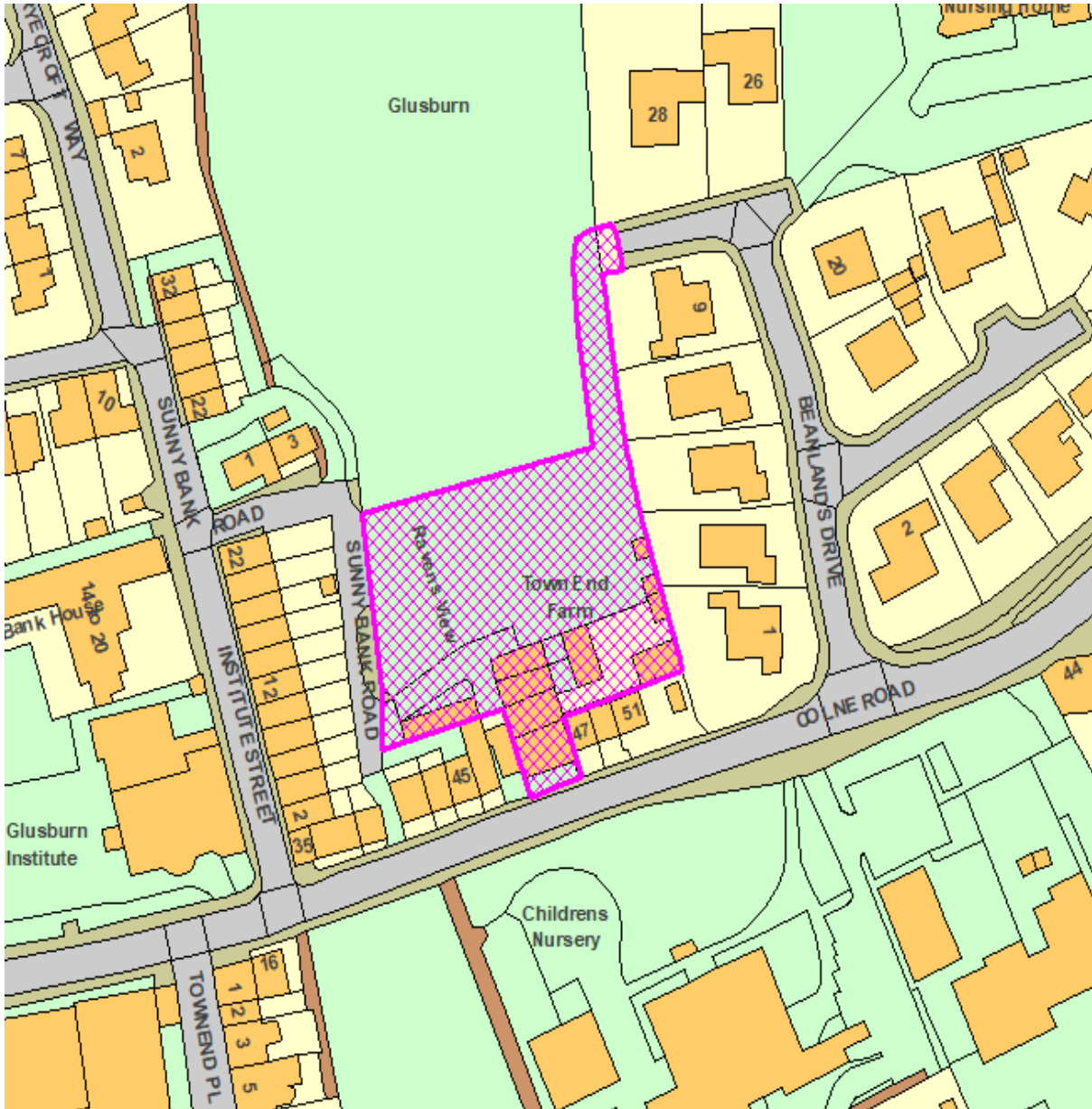
- 1.1 To determine a planning application for the Conversion and reconstruction of two barns as two dwellings, and the construction of three new dwellings (resubmission of 2022/23773/FUL) at Town End Barn Colne Road Glusburn.
- 1.2 To set out details of the proposal, a description of the site and its surroundings, a summary of planning policy and planning history, details of views expressed by consultees, a summary of the relevant planning issues and a recommendation to assist the Committee in considering and determining this application for planning permission.
- 1.3 Craven District Council's Planning Committee has previously considered this application and as such in the public interest the matter is being brought to the Planning Committee.

2.0 EXECUTIVE SUMMARY

RECOMMENDATION: That planning permission is GRANTED subject to the conditions listed below.

- 2.1 Craven District Council's Planning Committee considered the previous application on the 05.09.2022 and resolved to refuse the application for the reasons relating to the following: -
 1. Surface Water
 2. Highway Safety
 3. Out of character
- 2.2 On 22nd April 2023, the Planning Inspectorate notified the Council of a valid written representation appeal against the decision.

- 2.3 The appeal was dismissed on 18.08.2023. The Planning Inspectorate found the appeal scheme in terms of its visual impact of Barn A would cause harm to the overall character and appearance of the barns, and the area due to the design and materials proposed.
- 2.4 Within the present application the agent has sought to address the previous reason for refusal by proposing to retain the agricultural character through the replacement of concrete blocks with natural stone and incorporating random sized quoins to match the original building. In addition, the cement roof would be replaced by artificial stone slates.
- 2.5 The scheme is now considered to be sympathetic to the character and appearance of the barn and is considered that the previous reason for refusal in respect of Barn A is overcome.
- 2.6 The Planning Inspectorate found that the proposal would not increase surface water flooding.
- 2.7 The Planning Inspectorate did not find that the additional traffic generated by the appeal scheme would have an unacceptable impact on highway safety.
- 2.8 The Planning Inspectorate did not find that the proposal would have a detrimental impact on protected trees as suitable mitigation measures had been provided.
- 2.9 The Planning Inspectorate also found that the existing long-standing issue regarding the parking of vehicles on Beanlands Drive was not a reason to prevent the development of the site.



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3.0 Preliminary Matters

- 3.1 Access to the case file on Public Access can be found [here](#)
- 3.2 32/2007/7657 – Conversion of barn to dwelling “B” – Refused September 2007
- 3.3 32/2007/7658 – Conversion of barn to dwelling “A” – Refused September 2007
- 3.4 32/2007/8115 – Conversion of barn to dwelling unit A – Refused Feb 2008
- 3.5 32/2007/8117 – Conversion of barn to dwelling unit B – Refused Feb 2008

- 3.6 32/2008/8560 – Conversion of 2 redundant barns into two detached houses – Refused June 2008
- 3.7 Officer note: The previously refused applications were considered under the requirements of the 1999 Local Plan which has now been superseded by the 2012-2032 Craven Local Plan adopted 12th November 2019.
- 3.8 2022/23773/FUL - Revised description: - Conversion and reconstruction of two barns as two dwellings, and the construction of three new dwellings with off-street parking and associated infrastructure – Refused September 2022 – Appeal Dismissed August 2023

4.0 Site and Surroundings

- 4.1 The application site is a parcel of land measuring approx. 0.29 hectares that currently has two stone former agricultural Barns A & B, several metal/stone dilapidated outbuildings/structures as well as a number of abandoned vehicles and farming equipment. The land is overgrown and disturbed land with a few small sapling trees.
- 4.2 Barn B fronts onto Colne Road and is attached to Barn A at the rear. The buildings are in a roughly rectangular area of land between Sunny Bank Road and to the rear of housing along Beanlands Drive.
- 4.3 The existing access to the site is from Sunny Bank Road, an unmade road forming the back lane to a row of terraced housing on Institute Street.
- 4.4 To the north of the application site is a larger agricultural field that is used as meadowland.
- 4.5 To the east and west are residential developments with dwellings to the west being predominantly Victorian terrace dwellings. In contrast, dwellings to the east are modern suburban bungalows. Located to the south of the site are more residential developments which front onto Colne Road and Glusburn Primary School.
- 4.6 Trees that lie outside but adjacent to the application site are on higher ground levels than the application site and are situated beyond a drystone wall. These trees are the subject of a Tree Preservation Order consisting of a group TPO ref: 372-3 1970 (Sycamore, Beech, Ash & Lime), and individual trees T7 – ref 342-3 1970 & T8 – ref 343-3 1970.
- 4.7 The site lies within Flood Zone 1 (Low probability – less than 1:1000 annual probability of flooding).
- 4.8 Part of the site has been identified as being in an area of potential risk of surface water flooding as defined by the Environment Agency.
- 4.9 The site lies within the main built-up area of Glusburn a Tier 3 settlement (Local Service Centre) in Policy SP4 of the Local Plan.

5.0 Description of Proposal

- 5.1 The application seeks full planning permission for the conversion and reconstruction of two barns to form two dwellings, and the construction of three new dwellings (revised scheme following determination of 2022/23773/FUL) with associated works.
- 5.2 The proposal would provide the following market dwellings:

5no. 3-bedroom dwellings

- 5.3 The proposed dwellings would consist of the conversion and extension to Barns A & B and the construction of three detached two-storey dwellings.
- 5.4 In terms of materials, would consist of random rubble reclaimed stone, and stone quoins under a slate roof to match the existing buildings. Windows and doors would be timber with black PVC rainwater goods.
- 5.5 Boundary treatments would comprise dry-stone boundary walls and timber fencing.
- 5.6 The site would be accessed off an existing hammerhead layout at the top of Beanlands Drive. A pedestrian access would be created onto the unmade back road to the rear of properties on Institute Street.
- 5.7 The application is accompanied by an Arboricultural Impact Assessment. The report identifies 5 trees and a section of hawthorn hedging to be removed. The report also sets out the tree protection measures.
- 5.8 Drainage calculations have been submitted as part of the application. Surface water from the development would be attenuated via a tank system before discharging to the combined water sewer. Foul water would be discharged to the combined public sewer.
- 5.9 A Bat Survey Report and Method Statement European Protected Species (BATs) have been submitted as part of the application. The report found no evidence of barn owls or bats using the buildings. The report also stated that no nesting birds were observed during the survey.
- 5.10 Biodiversity/Sustainability details have been submitted which outlined the measures to secure a biodiversity net gain on-site and measures to address climate change.

6.0 Planning Policy and Guidance

- 6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that all planning authorities must determine each application under the Planning Acts in accordance with Development Plan so far as material to the application unless material considerations indicate otherwise.

Adopted Development Plan

- 6.2 The Adopted Development Plan for this site is:

The Craven Local Plan 2012 -2032 adopted 2019
The Minerals & Waste Joint Plan 2015 – 2030 adopted 2022

Emerging Development Plan - Material Consideration

- 6.3 The North Yorkshire Local Plan is the emerging development plan for this site though no weight can be applied in respect of this document at the current time as it is at an early stage of preparation.

Guidance - Material Consideration

- 6.4 Relevant guidance for this application is:

National Planning Policy Framework 2021 (NPPF)
National Planning Practice Guidance (PPG)

National Design Guide (NDG)

Craven Good Design SPD 2022

Craven Green Infrastructure and Biodiversity SPD 2022

Craven Flood Risk SPD 2022

Craven Settlement Monitoring Report July 2023

Craven District Plan Approaching Housing Density and Mix 2017

Craven Authority Monitoring Reports 2021-2022 (AMR)

BRE Site Layout Planning for Daylight and Sunlight

7.0 Consultation Responses

7.1 The following consultation responses have been received and have been summarised below

7.2 Consultees

7.3 **NYC Contamination Officer:** The site has the potential for contamination due to its previous use. Conditions are recommended regarding contamination investigation, and noise mitigation measures. Advice is also provided on the management of waste.

7.4 **NYC Fire & Rescue Service:** Following further clarification on the site access, the NYP Fire and Rescue Authority have no observations or objection to the proposal at this stage of the planning process. The NYC Fire & Rescue Authority will make further comment concerning the suitability of proposed safety measures at the time when the Building Control body submit a statutory Building Regulations consultation to the Fire Authority.

7.5 **NYC Highway Officer:** In assessing the submitted proposals and reaching its recommendation the Local Highway Authority has considered the following matters:

Turning and parking requirements will be met and meet NYC standards.

The access road design meets NYC standards.

Consequently, the Local Highway Authority recommends that if planning permission is granted conditions are imposed relating to the compliance and submission of construction, turning, parking, and construction phase management plan details.

7.6 Supplementary comments provided by NYC Officer: In considering the highway implications of the application, the junction of Beanlands Drive/Colne Road has been considered including the visibility. This is an existing junction within the public highway network. The proposed development would not generate a significant number of trips and the impact on road safety would be minimal. The impact of additional vehicle movements generated by this development on road safety would be minimal and there would be little impact on the highway network therefore, there are no highway grounds to recommend that the application be refused.

7.8 The public highway extends along the full length of Beanlands Drive to the boundary wall between the application site and Beanlands Drive. Therefore, access to the site would be directly from the adopted highway.

7.9 The access road within the application site would not be put forward for adoption as a public highway and NYC as Highway Authority is satisfied with this arrangement. The proposed access point from the public highway has been discussed and agreed with

the developer and NYC are satisfied with the proposal in principle. The final details design of the access will be agreed upon during the negotiation of the s278 Agreement.

- 7.10 **Officer note:** Whilst the supplementary comments refer to the previous application the comments are still relevant to the current proposal.
- 7.11 **Yorkshire Water:** If planning permission is to be granted, a condition relating to the disposal of wastewater should be imposed.
- 7.12 Publicity
- 7.13 The proposal was published via a Press Notice in the Craven Herald and Site notices posted adjacent to the site. Neighbourhood letters were also circulated.
- 7.14 16 letters of objection were received. Comments summarised below:

Local Representations

Policy

Contrary to policy
Glusburn has exceeded its housing quota

Visual

Barn designs not in keeping

Amenity

Concern over noise from heat pumps
Concerns over noise from the A6068

Flooding

Site is known to flood
No evidence the attenuation tank will work
Drainage requires amendments

Highways

Concerns over highway safety for pedestrian and vehicle users due to visibility at junction with A6068 and Beanlands Drive
Report commissioned contradicts highway comments
No bitmac surface proposed
Comments relating to 2008 application remain valid
Emergency vehicles will not be able to access the site
Council should take its own survey

Biodiversity

Loss of biodiversity

Other matters

Would make the current parking situation on Beanlands Drive worse
Barns should be demolished and access should come off A6068
Proposal needs to comply with B5 of Schedule 1 of Building Regulations
Potential damage to trees
Concerns over contamination
No mention of storage of waste
Loss pavement for trimming of hedge
Concern damage to boundary hedge during construction stage
Pins ignored previous reasons for refusal
Loss of farmland

Should be refused.

8.0 Environment Impact Assessment (EIA)

- 8.1 Given the location, scale, and nature of the proposal it does not fall within Schedule 1 or 2 of the Town and Country Planning (Environmental Impact Assessment Regulations 2017) (as amended). No Environmental Statement is therefore required.

9.0 Main Issues

- 9.1 The key considerations in the assessment of this application are:

Principle of development

Density and Mix of development

The effect of the proposal on the character and appearance on the surrounding area

Sustainable Design

The effect of the proposal on the living conditions of existing residents and future occupants

Biodiversity

Whether the proposed houses would be safe from flooding and be adequately served by drainage

Highway safety

Other matters

10.0 ASSESSMENT

10.1 Principle of Development

- 10.2 Glusburn is a Tier 3 settlement with the site located within the main built-up area of Glusburn. Historically part of this site formed a housing allocation site under the now superseded 1999 Craven Local Plan.

- 10.3 Policy SP4(h) is of relevance in the consideration of this proposal. This policy is supportive of proposals for additional housing growth on non-allocated land for housing within the main built-up areas of Tier 1, 2, 3, 4a and 4b settlements, providing that they accord with all other relevant LP and any neighbourhood plan policies. There is however no adopted neighbourhood plan for Glusburn.

- 10.4 Glusburn has good transport links to neighbouring settlements, primary and secondary schools, and a range of services and facilities.

- 10.5 As per the Framework and LD Policy SD1, the Council will take a positive and proactive approach to considering the development proposed that reflects the presumption in favour of sustainable development. In addition, as the Framework sets out, it is the Government's objective to significantly boost the supply of homes.

- 10.6 Glusburn is currently showing a positive housing figure (CDC Settlement Growth Monitoring – Position on 1st October 2023). However, the Settlement Growth Monitoring report which are published quarterly are particularly relevant to proposals on non-allocated land adjoining the Main Built Up Area (MBUA) in assessing them against criterion I a) to c) and i) to vi). As this site is within the MBUA of Glusburn, the figures in the Settlement Growth Monitoring Report do not have any bearing on the determination of this application.

- 10.7 In addition, there is no policy mechanism within SP4 or elsewhere in the LP or the Framework which would allow a planning application to be refused based on the '**over-provision**' of housing in a particular settlement. (Emphasised by the officer).
- 10.8 Furthermore, the housing growth figure of 230 dwellings per annum is a **minimum figure**, the settlement will accommodate more than the percentage proportion of housing growth, providing proposals for housing development meet the relevant criteria of SP4 and all other relevant local plan policy requirements. (Emphasised by case officer).
- 10.9 Having regard to the site's location within the main built-up area of Glusburn a Tier 3 settlement, the development would comply with and facilitate the realisation of the LP spatial strategy, with specific regard to Policies SP1 and SP4(H). It would also accord with the aims and objectives of paragraph 60 of the Framework to significantly boost the supply of homes.
- 10.10 **Density and Mix of development**
- 10.11 LP Policy SP3 seeks to guide the mix and density of new housing developments, to ensure that land is used effectively and efficiently to address local housing needs.
- 10.12 This means that in typical greenfield developments or brownfield developments with no significant element of conversion, the appropriate housing density should be approximately thirty-two dwellings per hectare (dph)(net). Policy SP3 does allow for flexibility in its requirements for housing mix and density where this is necessary to ensure scheme viability, to take account of local variations in housing need, to better promote balanced mixed communities or to achieve other local plan objectives.
- 10.13 Details provided indicate that the site area for the proposal is approx. 0.29 hectares and would provide 24 dwellings. This would be below the dph suggested within Policy SP3.
- 10.14 In this instance, the proposal would include the conversion of two former agricultural barns. Paragraph 4.32 of the supportive text of the policy recognises that the guiding density figure should be approached individually in terms of housing mix and density when dealing with applications that have elements of conversion. Therefore, considering the constraints on site (2no. attenuation tanks and easements), the provision of a new access with parking/manoeuvring areas to facilitate the proposal that the suggested density is acceptable in this instance.
- 10.15 The proposal would not provide any 1, 2 or 4-bed market housing, instead, all the market housing proposed would be 3-bed market dwellings. Whilst the proposal fails to provide any 1/2 or 4-bed market dwellings, the proposed 3-bed dwellings would help meet the family housing need as identified in the SHMA and the recent monitoring which demonstrates that the Council is failing to meet the need for 3-bed dwellings in the district.
- 10.16 Overall, the proposal is considered to meet the requirements of Policy SP3 (b) & (c) of the Local Plan. It would also accord with the aims and objectives of paragraph 124 of the Framework, which amongst other things seeks to ensure the efficient use of land, considering identified needs and the desirability of maintaining an area's prevailing character setting.
- 10.17 The effect of the proposal on the character and appearance on the surrounding area.

- 10.18 LP Policy ENV3 (b) states that designs should respect the form of existing and surrounding buildings including density, scale, height, massing, and use of high-quality materials.
- 10.19 The application site consists of approx. 0.29 hectares of roughly rectangular area of former agricultural land within the main built-up area of Glusburn. Located on the site are two barns in poor condition with several smaller dilapidated outbuildings. Within the site are also abandoned vehicles and farming equipment set within overgrown disturbed land with several small sapling trees. Running along the western boundary is an existing stone wall with gated access to the site.
- 10.20 Beanlands Drive is located to the east of the application site on elevated land and is characterised by large detached modern bungalows set back from the highway with off-street parking provision in the form of driveways with front amenity areas. These dwellings are set within good-sized garden areas.
- 10.21 Projecting off Barn B to the east is No. 47 Colne Road, one of a row of four terrace dwellings of traditional design. Adjacent to the western gable fronting on to Colne Road is a single storey former food takeaway premises. Next to this is another row of traditional terrace dwellings.
- 10.22 Fronting onto the unmade back lane are the rear elevations and back amenity areas of a row of traditional Victorian terrace dwellings on Institute Street.
- 10.23 Beyond the immediate application site, the surrounding area is one of modern suburban residential estates. As such, there is some variety in the house types within the area in terms of scale, design, appearance, and materials.
- 10.24 The proposal involves the conversion of two existing barns on the site and the construction of three dwellings with associated off-street parking and infrastructure.
- 10.25 To facilitate the proposal there is a requirement to remove the dilapidated metal barn structures on the site and some of the smaller outbuildings with the aim that this would enable bringing the dis-used buildings back into use and enhance the immediate setting of the whole site with new landscaping.

Barn A

- 10.26 This building is of rectangular former agricultural rubble-built with the north and western elevations largely intact. Ventilation slits can be found in the western elevation, and large stone quoins at the corner points of the building. The eastern elevation has been rebuilt using concrete blocks, and the southern elevation has been removed.
- 10.27 As part of the proposed development, sections of the concrete block built northern elevation would be rebuilt using stone to match the original building. Existing window openings would also be retained and reused. The southern and eastern elevations would be rebuilt using stone to match and would incorporate the existing random-sized quoins. The roof ridge would be lowered and would allow roofing tiles that complement the character of the area to be used to replace the cement roof tiles currently in use.
- 10.28 Projecting off the eastern elevation would be a two-storey extension. The extension will be constructed from stone to match the original building with quoin stones on the western gable. It is considered that the proposed design with a high solid-to-void ratio, and irregular positioning of window and door openings would help retain the original agricultural characteristics of the building. It is considered to have addressed the previous concerns raised by the Inspector.

- 10.29 The land surrounding the buildings would form the garden/off-street parking and internal road to these properties. The delapidated outbuildings and abandoned vehicles/agricultural equipment would be removed with the construction of drystone walls defining the boundaries of these plots.
- 10.30 In summary, in contrast to the previous proposal which sought to use grey timber boarding to significant parts of the external elevations, the current proposal would use natural materials that matched the original building and therefore the proposed conversion of Barn A is considered to respect the form of the existing and surrounding buildings and would enhance local distinctiveness and therefore accords with Policy ENV3 (b).

Barn B

- 10.31 This large constructed square coursed stone former agricultural barn fronts onto Colne Road with large wooden doors under a stone tiled roof. The proposal would maintain the large opening to the front with vertical glazing. To the rear, the proposal would utilise an existing single-storey outbuilding. It is acknowledged that the remaining adjoining outbuildings would be removed thus removing the existing connection that exists between Barn A & Barn B.
- 10.32 The proposal would ensure that the main body of the barn would be retained with no increase in ridge height and new proposed openings being of an appropriately small scale and style. Thus, the conversion of Barn B would retain the character of the former barn.

Dwellings

- 10.33 The proposed detached dwellings would be two storeys in height and whilst not replicating the nearby Victorian terrace dwellings the development has incorporated some of the key features of the area with the use of traditional materials, stone window cills, chimneys and vertical window openings. In addition, the dwellings would be enclosed by low-level stone boundary walls, another common feature within the area. This approach is considered appropriate.
- 10.34 The internal layout includes side and rear parking spaces with plots being defined by stone boundary walls. Each plot would be the subject of soft landscaping which would help soften the development as well as enhance the immediate setting of the buildings.
- 10.35 The proposal would require the removal of a section of the stone retaining wall at the proposed entrance onto Beanlands Drive. Details provided show that the new access road into the site would taper down into the site with a retaining wall (approx. .75m high) constructed to one corner off Beanlands Drive. Grass/wildflower verges are proposed on either side of the road. It is not considered that this element of the proposal would result in any unacceptable visual harm.
- 10.36 A low grass embankment will be provided to accommodate the difference in ground levels between the retained field and the private access road and would include a post and rail fence between the private road and the agricultural field.
- 10.37 The overall effect of the proposal would result in an enhancement to the character and appearance of the barns and surrounding area, by tidying up the site. This enhancement would be visible in public views from the dwellings surrounding the site.
- 10.38 In conclusion, it is considered that the proposed development is well designed and would enhance the character and appearance of the surrounding area, while respecting the character and appearance of buildings in the area. It therefore complies

with Policy ENV3 (b) of the Craven Local Plan and paragraphs 126 and 130 of the NPPF.

10.39 **Sustainable Design**

10.40 Policy ENV3 criterion (t) seeks to ensure that new residential developments take all reasonable opportunities to reduce energy use, water use and carbon emission and to minimise waste in accordance with Building Regulations. This accords with the Government's objective of addressing climate change.

10.41 The most recognised methods of achieving sustainability is through the energy hierarchy such as:

- Energy efficiency – using technology to reduce energy losses and eliminate energy waste
- The exploitation of renewable, sustainable resources
- The exploitations of sustainable materials

10.42 The applicant has confirmed that the development would meet the requirements of Building Regulations with regards to sustainability through several measures across the site such as:

- Building Regulations Doc L – Conservation of Fuel and Power
- Building Regulations Doc F – Ventilation
- Building Regulations Doc O – Overheating
- Building Regulations Doc S – Infrastructure and Electric Charging Vehicles
- Building Regulations Doc H – Drainage and waste disposal

10.43 Details provide also sets out the use of:

- Sustainable construction methods
- The installation of solar panels
- Energy-efficient boilers
- Choice of local building materials
- Energy/water reduction appliances
- Recycling of greywater and rainwater
- The provision of electric charging points.

10.44 It is considered that the proposal has taken all reasonable opportunities with regards to sustainable design and construction and the proposal is considered to accord with the requirements of Policy ENV3 (t) of the Local Plan.

10.45 **The effect of the proposal on the living conditions of existing residents and future occupants**

10.46 Policy ENV3 (e) and (f) seek to ensure that development protects the amenity of existing residents and that it would secure a good standard of amenity for future occupants of land and buildings.

10.47 In this instance, existing residential development is located to the west, south and east with further residential dwellings located some distance to the north of the site at the edge of the agricultural field.

10.48 To assess any potential impacts arising from the proposal on the nearby dwellings it is important to assess how the proposal will impact the existing amenity of the area and living conditions in terms of privacy, overbearing effects, natural light, and outlook.

Existing residential accommodation

- 10.49 The nearest dwelling to this development is No. 47 Colne Road which would abut the converted barn 'B' as shown on the submitted drawings. The conversion would see the removal of a section to the rear to create a single-storey dining room with a courtyard and garden area. It is acknowledged that the proposed dining room would contain full-height openings with views eastwards.
- 10.50 Currently the views from No. 47 and the adjoining properties are restricted by an existing dilapidated structure, self-seeding young trees, and dilapidated vehicle/machinery. To help maintain an acceptable level of privacy for both the occupiers of these properties and the future occupiers of Barn B the proposal would see the construction of a 1.2m high stone boundary wall that would run westwards before joining up with an existing wall that runs south to north. This would also have the benefit of creating some rear private amenity area for these properties which does not currently exist.
- 10.51 It is recognised that the creation of a garden area may increase noise, however, given the previous agricultural use of the site and the existing background noise arising from the A6068 it is not considered that any noise generated would be considered unacceptable given the proposed use as residential.
- 10.52 The proposed conversion due to its location to the west of No. 47 would not give rise to any overbearing effects nor result in any loss of natural light.
- 10.53 It is acknowledged that the proposal would see the construction of a 1.2m stone wall running eastwards approx. 1.25m from the rear gables of the adjacent properties abutting Barn B. The rear gables of these properties contain 5 window openings at ground floor level. Three of these windows appear to serve kitchen areas. To assess any potential impact then it is necessary to use the 25-degree guideline. When using this guideline, the proposed wall would lie outside of the 25-degree line and thus would not result in an unacceptable loss of light or appear overbearing when viewed from these habitable kitchen rooms. With regards to the remaining 2 windows, 1 of which is a secondary window to the kitchen area (lower cill level) and the other which appears to be obscured (also at a lower cill level) it is acknowledged that due to the construction of the wall these windows would receive a limited reduction in light. However, given the secondary nature of these windows, the impact would be limited and not sufficient to warrant a refusal. Similarly, when viewed from these windows the proposed wall would not appear overbearing.
- 10.54 The next nearest dwelling is No. 45 Colne Road which is located to the west of barn 'B' at a separation distance of approx. 5m. However, there is a fish & chip shop (currently vacant) standing between barn 'B' and No. 45 Colne Road. The proposed conversion would see all existing openings walled up to protect the privacy of the occupiers of both the business and of No. 45 Colne Road.
- 10.55 The conversion of barn 'B' due to the separation distance and the single-storey scale of the projection off the northern elevation would not result in any unacceptable overbearing effects nor give rise to any loss of natural light or overshadowing to the occupiers of No. 45 or the vacant business premises.
- 10.56 Turning to the potential impacts of the barn 'A' on both No's. 45 & 47 Colne Road it is considered due to the limited level of glazing proposed to the southern elevation, the separation distances combined with the orientation between these existing properties and Barn A that the occupiers would not experience any unacceptable loss of privacy or amenity.

- 10.57 Regarding any potential overbearing, loss of natural light or overshadowing because of the positioning of barn 'A'. It is considered that there would be no unacceptable overbearing, loss of natural light or overshadowing due to the separation distances involved between these existing dwellings.
- 10.58 The northern elevation would contain glazed cart door opening, the creation of a new slit glazed opening and two first floor bedroom windows. This elevation fronts towards the agricultural field and thus there would be no unacceptable impact on amenity or privacy to residents located beyond the agricultural field.
- 10.59 The western gable of barn 'A' would utilise existing slits with glazing. These would front towards No. 8 & 10 Institute Street. However, due to the separation distance of approx. 33m the occupants of these properties would not experience any unacceptable loss of privacy. Similarly, given the distances involved the occupiers of these properties and those adjacent would not experience any loss of natural light/overshadowing or appear overbearing when viewed from the rear windows or rear amenity area.
- 10.60 The eastern gable of barn 'A' would also contain openings consisting of double-glazed doors and a second level window (bedroom) these openings would front towards the stone boundary wall that separates the application site from the elevated dwellings on Beanlands Drive. Given the separation distances combined with the elevation of these properties and the intervening boundary treatments that there would be no unacceptable loss of privacy, overshadowing, loss of natural light or appear overbearing to the occupants of these dwellings.
- 10.61 Plots 1 & 2 would be positioned to the west of the site and would be staggered northwards with the front elevations fronting towards the rear amenity areas of No's 12 – 20 Institute Street. The separation distances between the existing dwellings and the proposed dwellings would be approx. 25m. This separation distance is considered sufficient to ensure that there would be no unacceptable loss of privacy. Similarly, proposed dwellings would not result in an unacceptable loss of natural light, overshadowing or appearing overbearing when viewed from any rear habitable rooms or rear amenity area.
- 10.62 Plot 3 would be positioned to the east of the site with front elevations fronting towards the retaining boundary wall and the elevated rear amenity areas of No's 3 & 5 Beanlands Drive. The separation distances between these existing dwellings and the proposed dwellings range between approx. 21m to 22m with a run of mature trees running the boundary with the Beanlands Drive. It is considered that the proposed separation distances, changes in topography and existing boundary treatment would ensure that the occupiers of these properties do not experience any unacceptable loss of privacy. Similarly, the proposal would not result in any loss of natural light, overshadowing or appearing overbearing when viewed from the rear habitable or amenity areas of these existing dwellings.
- 10.63 The internal road surface would be bitmac which would not give rise to any noise nuisance.
- 10.64 The Council's Environmental Health Officer has reviewed the details and has not raised any concerns with regards to noise nuisance arising from the development subject to conditions to control noise. These are matters that can be dealt with by appropriate worded conditions and thus the proposal accords with Policy ENV3 (e) of the LP

Future residential accommodation.

- 10.65 Whilst the policy seeks to ensure an adequate level of accommodation for future occupants it is silent with regards to the requirements for minimum internal floor arrangements.
- 10.66 With regards to the dwellings, it is considered that in terms of the internal spacing provided that the proposal would provide an acceptable level of internal residential accommodation.
- 10.67 The policy is also silent with regards to external private amenity spaces. Notwithstanding this, the submitted site layout clearly shows private amenity spaces for each of the dwellings which are of acceptable size to meet the needs of any future occupants.
- 10.68 The proposed development due to the layout would also provide a good quality of accommodation for future occupants in terms of daylight/sunlight. Similarly, the proposal would ensure that any future occupants would not experience any unacceptable loss of privacy.
- 10.69 Policy ENV3 (i) also seeks to ensure that development is accessible for all.
- 10.70 The development would comply with the requirements of Part M of Building Regulations which requires every building to have the provision of easy access to all parts of the building and outside areas. To ensure compliance it is considered that a condition could be imposed to ensure that the development is constructed in accordance with the provisions of Part M of Building Regulations.
- 10.71 In conclusion, the proposed development would not give rise to any adverse amenity issues and thus accords with Policy ENV3 (e),(f)& (i) of the LP and paragraph 130 of the NPPF.
- 10.72 **Biodiversity**
- 10.73 Local Planning Authorities have a statutory duty to ensure that the impact of development on wildlife is fully considered during the determination of a planning application under the Wildlife and Countryside Act 1981 (as amended), Natural Environment and Rural Communities Act 2006, The Conservation of Habitats and Species Regulations 2010 (Habitats Regulations 2010). This is also supported by Policy ENV4 (c). Policy ENV4 (b) seeks to deliver biodiversity net gain where possible.
- 10.74 A Bat Survey Report and Method Statement was submitted with the application. The report confirmed that a daytime survey was carried out which assessed the location and surrounding habitat. Consequently, it was observed to have low levels of bat roost potential. The report confirms that a follow-up survey was conducted over 9 nights using a static bat detector monitoring and dawn survey. The survey found no evidence of bats using the building to roost, only very low levels of common pipistrelle bats were recorded foraging past and through the site.
- 10.75 The report also found no evidence of barn owls using the buildings. No nesting birds were observed during the survey, although the report does state suitable nesting and foraging resources for common woodland and urban fringe.
- 10.76 The report also sets out compensatory bat boxes that will be placed within the site prior to work commencing and will be retained as part of the biodiversity enhancement.
- 10.77 North & East Yorkshire Ecological Data Centre (NEYEDC) confirms that no protected species are recorded on this site. As such, it is not considered necessary at this time to request any further activity surveys are undertaken.

10.78 The application site is a small-scale form of a development with the current existing baseline considered to being poor/moderate. Therefore, the proposal has sought to improve the current level of biodiversity on the site.

10.79 This would be achieved by the planting of new trees, new hedgerows with further planting throughout the site. In addition, existing rough grassland along the proposed vehicle access would see the introduction of native wildflowers which would enhance this existing habitat condition which accords with Defra's guidance.

10.80 When this is combined with the additional biodiversity measures 15no. bird boxes, 5 bat boxes, hedgehog/wildlife highway due to openings being created within the boundary walls, dry stone walls (allowing invertebrates and small birds to use) it is considered that the proposal would not only enhance the current level of biodiversity on the site but also provides some gains.

10.81 In conclusion, it is considered that the proposal would not harm any protected species. Furthermore, the proposal would provide biodiversity benefits that would equal/possibly exceed the existing biodiversity value of the site prior to development. The proposal, therefore, accords with the requirements of Policy ENV4 (b) & (c) of the Craven Local Plan and the NPPF.

10.82 **Whether the proposed houses would be safe from flooding and be adequately served by drainage**

10.83 LP Policy ENV6 seeks to minimise the risk of surface water flooding by ensuring adequate provision for foul and surface water disposal.

10.84 The site lies within Flood Zone 1 (less than 0.1% chance of flooding in any year).

10.85 Drainage

10.86 Yorkshire Water has been consulted and have not objected to the proposal recommending the use of a condition requiring details of the disposal of surface water. This accords with criterion e) of policy ENV6 and can be achieved by imposing the condition should permission be granted.

10.87 Surface water

10.88 The site has been identified as an area at potential risk of surface water flooding. To address the issue of surface water drawings have been submitted showing the installation of two attenuation tanks, and drainage calculations have also been provided. Yorkshire Water have raised no concerns regarding the proposal, subject to appropriate conditions. Furthermore, in relation to earlier an appeal decision on the site the appointed Inspector considered this point and concluded that:

"the proposal would not result in an increase in surface water flooding. It would accord with Policy ENV6 which seeks to minimise the risk of surface water flooding".

10.89 In conclusion, the proposal is considered to comply with Policy ENV6 (b), (e) & (f) of the Craven Local Plan which seeks to minimise the risk of flooding by ensuring adequate provision for foul and surface water disposal is managed at source.

10.90 **Highway Safety**

10.91 LP Policy INF4 seeks to ensure the provision and management of parking for vehicles.

- 10.92 LP Policy INF7 also seeks to ensure developments are appropriately located and thus accord with the strategic growth of the district.
- 10.93 Paragraph 111 of the Framework states that “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”.

Vehicular Access and highway safety

- 10.94 The proposal seeks to create a new vehicle access off Beanlands Drive adopted road) and to provide off-street parking and turning areas within the site. The existing vehicle access on Sunny Bank Road would be blocked and pedestrian access created.
- 10.95 Concerns have been raised regarding the increase in traffic movements on highway safety for both pedestrians and vehicle users and the need for improvements to the sightlines. The current proposal is for only 5 dwellings and thus does not trigger the need for any highway improvements.
- 10.96 Road accident history and Crashmap data show that in the last five-year period there was only one slight collision, and this was located not within 20m of the road junction. It is therefore considered that the use of this junction is not resulting in issues of highway safety. Furthermore, the proposal is for five new dwellings which would not add considerably to the vehicle movements that already exist.
- 10.97 NYC Highways has not raised any objection to the proposed development and are satisfied that the proposal would not have an adverse impact on highway safety.
- 10.98 Furthermore, in relation to earlier appeal decision on the site the appointed Inspector considered this point and concluded that:

“The proposal would not have an unacceptable impact on highway safety”.

- 10.99 The proposal therefore accords with Policy INF7 of the LP which seeks to create safe suitable and convenient access to all development sites, and to paragraph 11 of the Framework.

10.98 Car parking provision and internal layout

- 10.99 LP policy INF4 uses the former North Yorkshire County Council’s Interim Parking Standards to inform car parking provision and car space sizes, having regard also Government and LP policies seeking a shift away from cars to more sustainable forms of transport.
- 10.100 The proposed development would provide 12 off-street consisting of 10 parking spaces for the residents and 2 visitor parking spaces. Taking the ratio of car parking spaces to dwellings the proposal complies with the car parking spaces as outlined in the NYCC Interim Parking Standards and indicated in Policy INF4.
- 10.101 The proposal would also provide disabled access via a dropped kerb from the private drive to the pavement on Beanlands Drive. This would be secured via condition.
- 10.102 The proposal would provide a pedestrian access onto Sunnybank Lane
- 10.103 Drawing 2993.2F shows the access to the site and the turning area for emergency vehicles which would enable a fire engine to leave the site in a forward gear. The Fire officer has reviewed the details and confirmed that details ref emergency access

arrangements would be considered through building regulations. Currently, emergency access is provided off Sunny Bank Lane.

- 10.104 Currently, the footpath terminates before the application site boundary with an existing overgrown hedge running along a section of the footpath which reduces the width of the footpath. The proposal would see a tapering of the footpath width down towards to proposed access.
- 10.105 Concerns have been raised regarding safe pedestrian access along the internal access road onto Beanlands Drive, given the absence of a footpath. However, it is considered that given the relatively short length of road with clear views of all parties that pedestrians and vehicles would pass safely.
- 10.106 Comments were also expressed over who would maintain the footpath connecting with the existing footpath on Beanlands Drive. As this would form part of the adopted highway then the maintenance of the footpath would fall under highway control.
- 10.107 The proposal would have a dedicated bin storage area which would allow access for refuse vehicles compatible with the existing waste and recycling arrangements currently undertaken for residents on Institute Street.
- 10.108 The proposed internal road would be managed and maintained by a resident's management company.
- 10.109 Pre-application discussion between the applicant and NYC highway department were undertaken prior to the submission of the application. As a result of those discussions the internal road layout including the parking provision was agreed. Consequently, the NYC Highways engineer has not raised any objections relating to the proposal on highway safety grounds. Conditions are proposed requiring approval of details and for the applicant/agent to enter into a S278 agreement.
- 10.110 Sustainable travel
- 10.111 The application site due to its location within the main built-up area of Glusburn would also provide opportunities for non-car modes of travel due to its proximity to the town centre and modes of public transport.
- 10.112 In conclusion, the proposal, therefore, complies with INF7, b) as it would help to maintain a pattern of growth which reflects the spatial strategy and settlement hierarchy as set out in Policy SP4 of the LP and would provide an acceptable level of off-street parking and thus accords with Policy INF4 of the LP.
- 10.113 **Other matters**
- 10.114 A significant number of concerns relate to the parking of vehicles on Beanlands Drive for the drop-off and picking-up of children from the primary school opposite the school. This was an issue the appointed Inspector considered during the recent appeal and concluded that:
- “This in itself should not prevent the development of the site”.*
- 10.115 Concerns have been expressed about the effect of the proposal on TPO trees on the corner of the hammerhead, and within the rear gardens of nos 1-9 Beanlands Drive, particularly concerning the construction of the new access road. Suitable mitigation has been provided and the Council is satisfied that the road could be constructed without damage to the trees. The Council's Tree officer has not objected to the

proposal. This was an issue also considered by the appointed Inspector during the recent appeal and concluded that:

"I concur with the opinion of the Council".

- 10.116 In third-party comments, many objectors have suggested that as the barns are in poor condition, they should be demolished, and a vehicular access created where Barn B is located. This is, however, not included in the proposal and the Council must determine based on the submission before the Council.
- 10.117 Following comments from residents the applicant has confirmed that as the agricultural land to the north of the site is to be retained then the land will be mown approx. twice a year for silage/haylage. Given that Beanlands Drive is a public highway and as such there is nothing to stop the applicant or anyone from lawfully travelling along Beanlands Drive it is not considered that this concern is sufficient to warrant a refusal of permission.
- 10.118 Given the historic use of the site there is a requirement for the applicant to submit details of investigation and remediation of any potential contamination. This is to be secured by condition.
- 10.119 Drawing 2993.2F shows the provision of a gravel area outside of the site to add parking for residents of Institute Street. As this lies outside of the red outline it is outside of the scope of this planning application.
- 10.120 Details submitted to demonstrate that the proposed development would not extend into No. 9 Beanlands Drive.
- 10.121 Concerns have been expressed about potential damage to the boundary hedge, particularly during the construction of the access. Suitable mitigation measures would be secured via a condition to ensure that the access can be constructed with no damage to the hedge.
- 10.122 The tapering of the existing footpath would have no greater impact on highway safety given the clear sights that would be available.
- 10.123 The proposal would provide a broadband connection.

11.0 PLANNING BALANCE AND CONCLUSION

- 11.1 It is well established through Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Paragraphs 11 & 12 of the NPPF that the determination of applications/appeals must be made in accordance with the development plan unless material considerations indicate otherwise.
- 11.2 Paragraph 11(c) echoes the Act in that proposals should be made in accordance with development plans providing they are up to date. Paragraph 11(d) establishes where the development plan contains "no relevant development plan policies" or these key policies are out of date then permission should be granted unless harm to protected areas or assets provides a clear reason for refusal (Paragraph 11(d)(i)), or, the adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in this Framework taken as a whole (Paragraph 11(d)(ii)).
- 11.3 As has been set out above the proposal is acceptable in principle, in accordance with the LP spatial strategy.

- 11.4 The proposal would not result in the loss of any designated or otherwise protected open space, nor result in any loss of protected species. The proposal would deliver biodiversity net gains.
- 11.5 For the reasons set out in this report the proposal would be acceptable in design terms and would not harm the overall character and appearance of the barns and the area and therefore accords with Policy ENV 3, It would not result in unacceptable highway impacts and therefore accords with policies INF4 and INF7 or unacceptable harm to the living conditions of existing residents or future occupants and therefore accords with policies ENV3 (e) & (f). It would also not be at risk from flooding or increase the risk of flooding elsewhere and would be adequately served by foul drainage and therefore accords with policy ENV6 (b), (e) & (f). The proposal would provide biodiversity net gain and therefore accords with policy ENV4 (b) & (c).
- 11.6 Overall, the proposal therefore accords with the provisions of the development plan and material considerations do not indicate a decision should be taken other than in accordance with it. Approval is therefore recommended.

12.0 RECOMMENDATION

- 12.1 To grant planning permission subject to conditions

Time Condition

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

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

Approved Plans

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

2993.2F ALL DETAILS INC REVISED BARN A DESIGN
 2993.2F ALL DETAILS UNITS 1, 2, 3
 TS298SL-1 Site location plan
 155 P3 - Internal road construction plan
 2023-09-13 PLANNING BARN A BARN A PROPOSED FLOOR PLANS & ELEVATIONS
 22088 - 155 P3 PLUS DEVELOPMENT ACCESS ROAD
 2993.1 ALL DETAILS INC REVISED BARN A DESIGN

Arboricultural Report
 Bat Survey and Method Statement
 Sustainability Statement
 Biodiversity statement SEP 23
 22088 - CAL01 B DRAINAGE CALCULATIONS WITH APPENDICES

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

Pre-commencement

- 3 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. restriction on the use of Institute Street/Sunny Bank Road access for construction purposes;
3. wheel washing facilities on site to ensure that mud and debris is not spread onto the adjacent public highway;
4. the parking of contractors' site operatives and visitor's vehicles;
5. areas for storage of plant and materials used in constructing the development clear of the highway;
6. details of site working hours;
7. details of the measures to be taken for the protection of trees; and
8. contact details for the responsible person (site manager/office) who can be contacted in the event of any issue.

Reason: To ensure that on-street parking of these vehicles in the adjoining streets does not occur and to ensure that loose materials and spoil are not brought out onto the highway in the interests of highway safety.

- 4
- i) The development hereby approved shall not commence until actual or potential land contamination at the site has been investigated and a Phase I desk study report has been submitted to and approved in writing by the local planning authority. The Phase 1 desk study report shall be prepared in accordance with current best practice.
 - ii) In the event that the Phase 1 desk study report identifies a need for further intrusive investigation then the development hereby approved shall not commence until a Phase II intrusive site investigation report has been submitted to and approved in writing by the local planning authority. The Phase II Intrusive Site Investigation report shall be prepared in accordance with current best practice.
 - iii) Should the need for remediation be recommended in the Phase II Intrusive Site Investigation report, the development hereby approved shall not commence until a Remediation Strategy has been submitted to, and approved in writing by, the local planning authority. The Remediation Strategy shall be prepared in accordance with current best practice. The approved remediation measures shall be implemented in accordance with the agreed timescales set out in the approved Remediation Strategy.
 - iv) 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.
 - v) Following completion of the measures identified in the approved Remediation Strategy, a Validation Report shall be prepared and submitted to, and approved in writing, by the Local Planning Authority. The submission of the Validation Report shall be undertaken within the approved timescales. The Validation Report shall be prepared in accordance with current best practice. The site shall not be brought into

use until such time as all the validation data has been submitted to and approved in writing by the local planning authority.

Reason: In the interest of amenity and to accord with Policy ENV7 of the Craven Local Plan and the National Planning Policy Framework.

During Building Works

- 5 The hereby approved air source heat pumps shall not exceed background sound levels between the hours of 0700-2300 (taken as a one hour LA90 at the nearest sound sensitive premises) and shall not exceed the background sound level between 2300-0700 (taken as a 15 minute LA90 at the nearest/any sound sensitive premises). All measurements shall be made in accordance with the methodology of BS 4142:2014+A1:2019. (Methods for rating and assessing industrial and commercial sound) and/or its subsequent amendments.

Where access to the nearest sound sensitive property is not possible, measurements shall be undertaken at an appropriate location and corrected to establish the noise levels at the nearest sound sensitive property. Any deviations from the LA90 time interval stipulated above shall be agreed in writing with the local planning authority.

Reason: To protect residential amenity and to accord with Policy ENV3 of the Craven Local Plan and the National Planning Policy Framework.

- 6 Except in case of emergency no demolition and construction works or ancillary operations, including deliveries to and dispatch from the site which are audible beyond the boundary of the site shall take place on site other than between the hours of 08:00-18:00 Monday to Friday and between 08:00-13:00 on Saturdays.

The Local Planning Authority shall be notified at the earliest opportunity of the occurrence of any such emergency and a schedule of essential work shall be provided.

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

- 7 A post and rail fence between the approved private road and the agricultural field shall be erected within 3 months of the commencement of works on site and retained thereafter.

Reason: In the reason of public safety and to accord with Policies ENV3 and INF7 of the Craven Local Plan

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

Reason: To ensure effective drainage of the site and to accord with Policy ENV6 of the Craven Local Plan and the National Planning Policy Framework.

- 9 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:

- i) evidence that other means of surface water drainage have been properly considered and why they have been discounted; and
- ii) the means of discharging to the public sewer network at a rate of 3.5 litres per second to be agreed by the Local Planning Authority in consultation with the statutory sewerage undertaker.

Reason: To ensure effective drainage of the surface water site and to accord Policy ENV6 of the Craven Local Plan and the National Planning Policy Framework.

- 10 Prior to the commencement of the proposed vehicle access onto Beanlands Drive, an arboricultural method statement to ensure the protection of tree at the proposed access during construction shall be submitted to and approved in writing by the Local Planning Authority. No works on the access shall be carried out on site before the arboricultural method statement has been approved.

The fencing shall be erected in accordance with the approved details before any equipment, machinery or materials are brought onto the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site.

Nothing shall be stored or placed within any fenced area without prior written consent of the Local Planning Authority.

Reason: To protect the tree at the proposed entrance into the site in the interest of visual amenity to accord with Policy ENV3 of the Craven Local Plan and the National Planning Policy Framework.

- 11 The external finish of the solar panels shall be dark grey or black with no silver or light coloured edging or detailing which contrasts with the approved finish of the roof tiles. The Solar panels shall also have a anti reflective coating and shall be retained as such thereafter.

The solar panels and associated infrastructure hereby approved shall be removed from the application site within 3 months of becoming redundant to its designated use.

Reason: To safe guard the visual amenity of the area and to accord with Policy ENV3 of the Craven Local Plan and the National Planning Policy Framework.

- 12 No development above ground level shall take place until details/samples of all materials to be used in the construction of the external surfaces of the development hereby approved have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved materials.

Reason: For clarity and in the interests of proper planning to ensure the preservation of visual interest and to accord with Policy ENV3 of the Craven Local Plan and the National Planning Policy Framework.

- 13 No development above ground level shall take place until an energy strategy demonstrating a reduction in carbon dioxide emissions has been submitted to and approved in writing by the Local Planning Authority. A certificated Post Construction Review, or other verification process agreed with the Local Planning Authority, shall be provided, to demonstrate that the agreed standards have been met.

Reason: To ensure that the proposed development is constructed in an environmentally sustainable manner and to accord with Policy ENV3 of the Craven Local Plan and the National Planning Policy Framework.

Prior to occupation

- 14 Prior to occupation the approved bin store shall be constructed and retained as such thereafter.

Reason: To protect amenity and to accord with Policy ENV3 of the Craven Local Plan and the National Planning Policy Framework.

- 15 No part of the development must be brought into use until the access, parking, manoeuvring and turning areas for all users at Town End Barn, Colne Road, Glusburn, Keighley, 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 appropriate on-site vehicle facilities in the interests of highway safety and the general amenity of the development and to comply with Policy INF4 of the Craven Local Plan.

The proposals should cater for all types of vehicles that will use the site. The parking standards are set out in North Yorkshire Council's 'Interim guidance on transport issues, including parking standards' and subsequent amendments available at <https://www.northyorks.gov.uk/sites/default/files/2023-05/Interim%20guidance%20on%20transport%20issues%20including%20parking%20standards%20-%20accessible.pdf>

- 16 The development must not be brought into use until the access to the site at Town End Barn, Colne Road, Glusburn, Keighley, 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 the following requirements.

As per drawing development access road

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 and to accord with Policy INF of the Craven Local Plan.

Informative: 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%20C%20highways%20and%20pavements/Specification_for_housing_ind_est_roads_street_works_2nd_edi.pdf .

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

- 17 Prior to first occupation of the development hereby approved, whichever is the sooner; the vehicle/cycle parking and turning areas as indicated on the approved plans shall be provided, hard surfaced, sealed and marked out. The parking and turning areas shall be retained in perpetuity for their intended purpose.

Reason: To ensure that appropriate parking and turning is provided and to accord with Policy INF4 of the Craven Local Plan and the National Planning Policy Framework

Informative: The proposals should cater for all types of vehicles that will use the site. The parking standards are set out in North Yorkshire County Council's 'Interim guidance on transport issues, including parking standards' and subsequent amendments available at

https://www.northyorks.gov.uk/sites/default/files/fileroot/Transport%20and%20streets/Roads%2C%20highways%20and%20pavements/Interim_guidance_on_transport_issues_including_parking_standards.pdf

- 18 Prior to first occupation of the development hereby approved, details of treatment of all parts on the site not covered by buildings shall be submitted to and approved in writing by the Local Planning Authority. The site shall be landscaped strictly in accordance with the approved details in the first planting season after completion or first occupation of the development, whichever is the sooner. Details shall include:

1) location, type and materials to be used for hard landscaping including specifications, where applicable for:

a) permeable paving b) tree pit design c) underground modular systems d) Sustainable urban drainage integration e) use within tree Root Protection Areas (RPAs);

2) a schedule detailing sizes and numbers/densities of all proposed trees/plants;

3) specifications for operations associated with plant establishment and maintenance that are compliant with best practise; and

4) the provision for bird and bat nesting boxes that accord with the advice set out in "Biodiversity for Low and Zero Carbon Buildings: A Technical Guide for New Build" (Published by RIBA, March 2010) or similar advice from the RSPB and the Bat Conservation Trust.

There shall be no excavation or raising or lowering of levels within the prescribed root protection area of retained trees unless agreed in writing by the Local Planning Authority.

Unless required by a separate landscape management condition, all soft landscaping shall have a written five-year maintenance programme following planting. Any new tree(s) that die(s), are/is removed or become(s) severely damaged or diseased shall be replaced and any new planting (other than trees) which dies, is removed, becomes severely damaged or diseased within five years of planting shall be replaced. Unless further specific permission has been given by the Local Planning Authority, replacement planting shall be in accordance with the approved details.

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

- 19 No dwellings hereby approved shall be occupied until details regarding the surface water storage tank have been provided. The details shall include:

Information on the method employed to delay and control surface water discharge management and maintenance plan for the storage tank

Reason: To ensure the management of surface water in accordance with Policy ENV6 of the Craven Local Plan and the National Planning Policy Framework.

Target Determination Date: 13 November 2023

Case Officer: Andrea Muscroft

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