

Mrs J Roberts Clerk To Woodmansey Parish Council Juniper Cottage, Millington, East Riding Of Yorkshire, YO42 1TX	<b>Date:</b> 29 January 2016 <b>Our Ref:</b> 15/02089/STVAR <b>Your Ref:</b> PP-04247417 <b>Case Officer:</b> Mr Anthony Devey <b>Telephone:</b> (01482) 393883
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Dear Mrs J Roberts

### **Town & Country Planning Act 1990**

<b>Proposal:</b>	Variation of Condition 28 and removal of Conditions 26-27 and 29-31 of planning permission 13/02723/STOUT
<b>Location:</b>	Land East Of Keldmarsh Primary School Woodmansey Mile Beverley East Riding Of Yorkshire
<b>Applicant:</b>	Central Land Holdings

You wrote to me about the above application, and I confirm that your views were taken into consideration when the application was discussed.

After taking all relevant issues into consideration, the Council has resolved to grant planning permission subject to the following conditions:-

1. Approval of the details of the layout, scale, appearance, access and landscaping of the development (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced and the development shall be carried out as approved.

This condition is imposed in order to comply with the requirements of Section 92 of the Town and Country Planning Act 1990.

2. Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.

This condition is imposed in order to comply with the provisions of Section 92 of the Town and Country Planning Act 1990.

3. The development hereby permitted shall be begun before the expiration of two years from the date of approval of the last of the reserved matters to be approved.

This condition is imposed in order to comply with the provisions of Section 92 of the Town and Country Planning Act 1990.

4. The development shall not begin until a scheme for the provision of affordable housing as part of the development has been submitted to and approved in writing by the local planning authority. The affordable housing shall be provided in accordance with the approved scheme and shall meet the definition of affordable housing in Annex 2 of the National Planning Policy Framework or any future guidance that replaces it.

This condition is imposed in order to secure the provision of affordable housing in accordance with the Interim Approach on Affordable Housing (December 2007 - as amended July 2014).

5. No site clearance, site preparation or construction work shall take place until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall be based on the ecological avoidance, mitigation and management measures detailed in the Section 5 (Ecological Impacts and Recommendations) of the Extended Phase 1 Habitat Survey prepared by WYG Planning & Environment, dated 11 July 2012 and all measures set out in the Great Crested New Mitigation Strategy prepared by WYG Planning & Environment, dated 28 November 2013. The CEMP shall be compiled by a suitably qualified ecologist and include a detailed plan. The statement shall also make provisions for the appointment of an Ecological Clerk of Works (ECW), details of the scope and remit of the ECW shall also be provided. The scheme shall be implemented as approved.

This condition is imposed to ensure that all species are protected having regard to the Wildlife and Countryside Act 1981 (as amended) and The Conservation of Habitats and Species Regulations 2010 (as amended).

6. No works of any description shall commence on site until a detailed Ecological Enhancement and Management Plan (EEMP), has been submitted to and approved in writing by the Local Planning Authority. The submitted scheme shall include, but not be limited to, further details of measures for ecological enhancement and habitat creation proposals, which shall be based on recommendations set out in Section 5 (Ecological Impacts and Recommendations) of the Extended Phase 1 Habitat Survey prepared by WYG Planning & Environment, dated 11 July 2012 and measures set out in the Great Crested New Mitigation Strategy prepared by WYG Planning & Environment, dated 28 November 2013. The scheme shall also include full details of measures for incorporating bat, bird and invertebrate boxes or features into the development. A timetable for their implementation shall also be provided. The EEMP shall be compiled by a suitably qualified ecologist. Development shall be carried out in accordance with the approved measures and timetable of the EEMP, unless otherwise approved in writing by the Local Planning Authority.

This condition is imposed to improve the nature conservation value of the site, to accord with key principles of the National Planning Policy Framework (NPPF) and to comply with the Natural Environment and Rural Communities Act (NERC) 2006.

7. Notwithstanding the submitted details development shall not begin on the site until details of the layout, (including swept path analysis details) incorporating suitable provision of cycling and pedestrian facilities, drainage, construction, services and lighting of the proposed service road(s), including junction where the spine road adjoins Woodmansey Mile have been submitted to and approved in writing by the Planning Authority.

This condition is imposed in order to secure an adequate and safe access to the proposed development area and to ensure that reasonable and adequate space is provided within residential curtilages to meet normal parking demands and avoid the need for vehicles to park on the highway where they could adversely affect the safety of other highway users.

8. Unless otherwise agreed in writing with the Local Planning Authority no dwelling on the site shall be occupied until that part of the service road which provides access to it has been constructed from the junction with the public highway in accordance with the approved plans.

This condition is imposed in order to secure the provision of an adequate access to occupied dwellings in the interests of road safety and residential amenity.

9. No dwelling shall be occupied until the vehicular access has been provided and space has been laid out within the curtilage of that dwelling for a motor car(s) to be parked (and where deemed necessary for dwellings taking direct access off any spine road suitable vehicle turning facilities) in accordance with details to be submitted to and approved in writing by the Local Planning Authority. Provision shall thereafter be retained for the parking of these motor cars and turning facilities.

This condition is imposed in order to ensure satisfactory vehicular access and to ensure that reasonable and adequate space is provided within residential curtilages to meet normal parking demands and avoid the need for vehicles to park on the highway where they could adversely affect the safety of other highway users.

10. Unless otherwise agreed in writing with the Local Planning Authority no development shall take place until details of the siting of bus stops (and associated construction details) together with a programme for their provision have been approved in writing by the Local Planning Authority; and the bus stops shall then be provided in accord with the agreed programme.

This condition is imposed in the interests of sustainability and to ensure that public transport is available to all sectors of the community, at their homes, places of work, and for shopping and leisure. One of the factors which will influence the use of public transport is the availability of conveniently located bus stops. This condition is intended to ensure that such provision is made within this development.

11. Notwithstanding the provisions of Class A of Part 2 of Schedule 2 to the Town & Country Planning (General Permitted Development) Order 1995 or any Order revoking and subsequently re-enacting that Order, no gates, fences, walls or other means of enclosure shall be erected or constructed within any service strip so identified in the approved plans without the prior express consent in writing of the Local Planning Authority.

It is necessary to impose this condition because the service strip will eventually form part of the adopted public highway. If gates, walls, fences or other means of enclosure are erected or constructed within a service strip it is unlikely that the Council will be able to adopt the road as a public highway. This will deny residents the opportunity to have their dwelling served by an adopted highway.

Note: The service strip will eventually form part of the highway. No planting works should be carried out with the specific consent of the Council. However, the Council is prepared to allow appropriate planting within the limits of the public highway and early discussion with the Council is advisable. Until such time as the road is adopted the Council is unable to prevent planting taking place. However, the use of inappropriate

species could prevent the road from being adopted.

12. Development shall not begin on the site until Woodmansey Mile has been improved by the construction of a footway along the site side from Keldmarsh School connecting to the existing pedestrian/cycle link at Long Lane and incorporating suitable facilities to enable pedestrians to cross Woodmansey Mile in accordance with details of the layout, drainage, construction, services and lighting to be submitted to and approved in writing by the Planning Authority.

This condition is imposed in order to secure an adequate and safe access to the proposed development area in the interests of the safety of highway users.

13. Unless otherwise agreed with the Local Planning Authority no development shall take place until a quality audit of the proposed residential development scheme, including road safety audits (undertaken by an audit team independent to the design team) have been submitted to and agreed in writing by the Local Planning Authority. Within one month of commencement of works on the penultimate dwelling a further road safety audit, (Stage 3, Scheme Completion) shall be submitted to and agreed in writing with the Local Planning Authority.

This condition is imposed in order to secure an adequate and safe access to the proposed development area in the interests and safety of highway users.

14. No development shall take place until a Construction Method Statement has been submitted to and approved in writing by the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- i) Construction vehicle routing and temporary signing (if any)
- ii) The parking of vehicles of site operatives and visitors
- iii) Loading and unloading of plant and materials
- iv) Storage of plant and materials used in constructing the development
- v) Measures to control the emission of dust and dirt from the site
- vi) Measures to control the emission of noise from the site, in accordance with BS5228:2009 Code of practice for noise and vibration control on construction and open sites
- vii) Wheel cleaning facilities.

This condition is imposed in the interests of highway safety.

15. Development shall not begin on the site until details of areas to be used for the temporary parking for staff vehicles, loading, unloading, storage of materials and plant and manoeuvring of delivery vehicles to the development have first been provided in accordance with details to be submitted and agreed in writing by the Local Planning Authority and the temporary parking for staff vehicles, loading, unloading, storage of materials and plant and manoeuvring of delivery vehicles shall be retained for the duration of the construction phase of the development and not used for any other purpose unless otherwise agreed in writing by the Local Planning Authority.

This condition is imposed in order to secure adequate provision to enable vehicles to park, load, unload, and manoeuvre and storage of materials and plant to avoid such

operations taking place on the highway where they could adversely affect the safety of other highway users.

16. Prior to the development being brought into use, a Travel Plan shall have been submitted to and approved in writing by the Local Planning Authority. In line with the guidance offered in the Department for Transport's 'Delivering Travel Plans through the Planning Process' (DfT, 2009) this shall include:

Introduction to the Travel Plan, the proposals and the relevant planning history;  
Definition of the overall aim and objectives of the Travel Plan;  
Establish the expected baseline travel situation (or a methodology to establish one);  
Set appropriate target(s) to minimise car journeys to/from the site, based on the expected baseline situation;  
Assess the accessibility of the site by sustainable modes, including: walking, cycling, public transport and car sharing;  
Establish roles and responsibilities for implementing the Travel Plan, including the role of the Travel Plan Co-ordinator and the responsibility for funding TP measures;  
Outline the monitoring and evaluation strategy of the Travel Plan, to include annual surveys and/or other indicators;  
Outline the Travel Plan Strategy and Action Plan, which would include a range of measures for achieving the objectives, including the following areas:

- i. Walking and cycling (promotion and infrastructure);
- ii. Public transport (infrastructure and service improvements);
- iii. Car share initiatives;
- iv. Transport and travel information;
- v. Promotion and marketing, including Welcome Travel Pack.

Establish intervention measures to be implemented if the review process identifies that the Travel Plan target is not being achieved.

This condition is imposed in the interests of securing a sustainable form of development in accordance with the NPPF.

17. The development shall not be carried out except in complete accordance with the details shown on the submitted drainage details, "6231 P18 (first issue) dated 12/08/2013 - Indicative SW Drainage Layout, 6231 P19 (first issue) dated 14/08/2013 - Indicative SW Drainage Layout" unless otherwise agreed in writing with the Local Planning Authority

This condition is imposed in the interests of satisfactory and sustainable drainage

18. No development shall take place within the site until a programme of archaeological work has been implemented in accordance with a written scheme of investigation which has been submitted to and approved in writing by the local planning authority.

This condition is imposed to protect archaeological interests in accordance with local planning policies.

19. No development approved by this permission shall be commenced until the Local Planning Authority in consultation with the Internal Drainage Board has approved a Scheme for the provision of surface water drainage works. Any such Scheme shall be

implemented to the reasonable satisfaction of the Local Planning Authority before the development is brought into use.

The following criteria should be considered:

Any proposal to discharge surface water to a watercourse from the redevelopment of a Brownfield site should first establish the extent of any existing discharge to that watercourse.

Peak run-off from a Brownfield site should be attenuated to 70% of any existing discharge rate (existing rate taken as 140lit/sec/ha or the established rate whichever is the lesser for the connected impermeable area).

Discharge from "Greenfield sites" taken as 1.4 lit/sec/ha (1:1yr storm).

Storage volume should accommodate a 1:30 yr event with no surface flooding and no overland discharge off the site in a 1:100yr event.

A 20% allowance for climate change should be included in all calculations.

A range of durations should be used to establish the worst-case scenario.

The suitability of soakaways, as a means of surface water disposal, should be ascertained in accordance with BRE Digest 365 or other approved methodology.

This condition is imposed to ensure that the development is provided with satisfactory means of drainage and to reduce the risk of flooding.

20. Prior to the commencement of development the Applicant should carry out a feasibility study into the use of sustainable urban drainage systems (SUDS). The results of the study should be submitted to the Council for their approval and, if appropriate, implementation into the proposed development. The use of "rain water butts" as the method of providing a sustainable system should be discouraged, as their ability to store water is limited.

This condition is imposed to provide a satisfactory method of surface water disposal and to minimize the risk of flooding.

21. A strip of land 9 metres wide adjacent to the top of both banks of all watercourses on Site shall be kept clear of all new buildings and structures (including gates, walls, fences and trees) and ground levels must not be raised within this area unless agreed otherwise in writing with the Local Planning Authority in consultation with the Board. Access arrangements should be agreed with the Internal Drainage Board.

This condition is imposed to maintain access to the watercourse for maintenance or improvements.

22. No development, including building, filling, tree planting, or any other permanent obstruction, shall be located over or within 6 metres measured from either outside edge of the pipe forming a culverted watercourse.

This condition is imposed to ensure that access to the culvert is available for maintenance and prevent damage to the culvert.

23. There shall be no storage of any materials including soil adjacent to the bank top of the watercourse.

This condition is imposed to ensure that there will be no risk of the watercourse becoming blocked by debris from the stockpiles or bank slipping due to increased loading of the bank top.

24. Development shall not begin until an investigation and risk assessment of land contamination has been completed by competent persons and a report of the findings submitted to and approved in writing by the Local Planning Authority. This shall include an appropriate survey of the nature and extent of any contamination affecting the site, and an assessment of the potential risks to human health, controlled waters, property and ecological systems. Where unacceptable risks are identified, an appropriate scheme of remediation to make the site suitable for the intended use must also be submitted to and approved in writing by the local planning authority.

This condition is imposed to ensure the risk from contamination is properly understood prior to development commencing.

25. No deliveries shall be taken at the site and no construction works shall take place outside:

08.00 to 18.00 hours Mondays to Fridays

and

08.00 to 14.00 on Saturdays and not at any time on Sundays or Bank Holidays.

This condition is imposed to protect the amenities of nearby residential properties during unsociable hours.

26. The details to be submitted for approval in writing by the Local Planning Authority in accordance with Condition (1) above shall include sufficient information demonstrate how it has ensured that the form of development proposed is in compliance with the guidance set out in the approved South West Beverley Masterplan.

This condition is imposed to ensure the proper planning of the area in accordance with emerging planning policy BEV-J of the East Riding Local Plan - Submission Allocations Document.

27. The spine road within the development, which provides vehicular access from Woodmansey Mile, shall be to an adoptable standard and shall continue up to the southern boundary of the site to allow connection to adjoining land which is part of allocation BEV-J. Any application made pursuant to any of the reserved matters shall be accompanied by a timetable for the construction of the spine road in full. The development shall be carried out in accordance with the submitted timetable.

This condition is imposed to ensure that the rest of the allocation reference BEV-J, which will make a valuable contribution towards housing land supply in the local area, can be satisfactorily developed.

Please inform me if you require further details or an explanation of this decision.

Yours sincerely

Head of Planning and Development Management

### *Did you know?*

There is an e-form facility for feeding back your experience as a customer relating to the service received from the local planning authority during the consideration of the above application. Please click on the link below if you wish to offer any feedback.

<http://www.eastriding.gov.uk/corp-survey/snapform/planning/survey.htm>