

PLANNING COMMITTEE

28 September 2020

Present – The Chairman (Councillor Brockbank) and Councillors Brown, Heseltine, Lis, Morrell, Place, Pringle, Rose, Shuttleworth, Sutcliffe, Welch and Whitaker (substitute for Councillor Handley).

Officers – Planning Solicitor, Planning Manager, Planning Officers x3, Strategic Housing Manager, Senior Democratic Services Officer and Democratic Services and Scrutiny Officer.

An apology for absence was received from Councillor Handley.

Ward Representatives : Councillor Jaquin (2019/20463/REG3), Councillor Lis (2019/20487/FUL) and Councillor Handley (2020/21310/FUL)

Start: 1.42pm

Finish: 6pm

Councillor Morrell joined the meeting at 1.49pm.

Councillor Heseltine left the meeting at 3.43pm.

Councillor Place left the meeting at 5.25pm.

Councillors Sutcliffe and Morrell left the meeting at 5.26pm

A short comfort break was taken at 3.43pm.

Duration of Meeting : In accordance with Council Procedure Rule 9, the Committee agreed that the meeting should continue beyond three hours.

The minutes of the 1st September 2020 were confirmed.

PL.993

DECLARATIONS OF INTEREST AND LOBBYING**a. Declarations of Interest**

Members were invited to declare any interests in the business before the Committee. None were declared.

b. Lobbying

Application 2019/20463/REG3 – Councillor Brown stated that he had been lobbied for the application and along with Councillors Heseltine and Pringle had been lobbied against the application.

Application 2019/20487/FUL – Councillors Brown and Lis stated that they had been lobbied against the application.

PL.994

PUBLIC PARTICIPATION

The following persons had their statements read out on their behalf or addressed the Committee in person under its public participation scheme:

Application 2019/20463/REG3:	Mr Sam Deegan (for the applicant)
Application 2019/20487/FUL:	Ann Sheridan (Clapham cum Newby Parish Council)
	Kevin McSherry (objector/for the objectors)
	Mr Stephen Craven (for the applicant)
Application 2020/21310/FUL:	PB Planning (for the applicant)

PL.995

APPLICATIONS FOR PLANNING PERMISSION**a. Delegated Matters**

1

Planning Committee 28 September 2020

The Strategic Manager for Planning and Regeneration reported the following applications for planning permission which had been dealt with under delegated authority:

2019/21320/FUL Change of use of land for the siting of high quality lodge style caravans at Bentham Golf Club, Robin Lane, High Bentham, LA2 7AG Approved with Conditions.

2020/21472/FUL Construction of Detached Dwelling on land at Carr Head Lane, Cowling, BD22 0LD Refused.

2020/21575/NMA The Non-Material Amendment proposed is to alter the layout of the car park to enable an additional seven parking spaces to be laid out. A non-material amendment is also proposed to the south and north gable elevations of Building 2 to introduce a small additional window; and to introduce additional windows to the western elevation. The relevant approved plans listed in Condition 2 of the Permission referenced 2019/20320/MMA are:- Drawing No: AL(2) P01 revision G received 30th April 2019, Drawing No: AL (2) P04 revision F received 30th April 2019, The Non-Material Amendment seeks to replace these plans with the following revisions:- Drawing No: AL(2) P01 revision H, Drawing No: AL (2) P04 revision H on land to South East of Riparian Court, Riparian Way, Cross Hills, Keighley, BD20 7BW. Approved with Conditions.

2020/21591/TCA T1 Goat willow – fell at Sunnybank, Main Street, Farnhill, Keighley BD20 9BW. Approved Tree Works in Conservation Area.

2020/21594/FUL Proposed replacement dwelling to rebuild existing house and attached agricultural store and stables, conversion of existing outhouse stone store to garage with small extension at East Berwick Farm, Berwick East, Draughton, Skipton BD23 6DX. Refused

2020/21596/VAR Application to vary condition number 4 on planning permission referenced 63/2012/12689 granted 21 February 2013 to enable longer trading hours to 7.30 - 21.00 Mon-Fri, 9.00 - 21.00 Sat and 10.00 - 21.00 Sun at 6 – 8 Belmont Street, Skipton BD23 1RP. Approved with Conditions.

2020/21598/TCA T1 Sycamore - fell. T2 Beech - Crown lift to 5 metres (No removal of branches with a diameter over 100mm diameter). T3 Ash - crown lift and remove one bough at St John's House, Cross Hills Road, Cononley, Keighley. BD20 8LA. Approved Tree Works in Conservation Area.

2020/21604/VAR Application to vary condition no. 5 on planning application reference number 72/2005/5806 granted 15 May 2006 to allow a change to the proposed windows from timber to aluminium (Alitherm 800, colour Sage Green). Adjacent to Wigglesworth Hall, Jack Lane, Wigglesworth, Skipton BD23 4RL. Approved with Conditions.

2020/21611/TCA T1 Beech - crown lift to clear the house by 1.5 meters. T2 Beech - crown lift to 5 meters and reduce 2 limbs growing towards the house. Beech House, 35 High Street, Burton in Lonsdale, Carnforth LA6 3JP. Approved Tree Works in Conservation Area.

2020/21640/TCA T1 Cedar – fell at Croft Barn, Kildwick, Keighley. BD20 9AD. Approved Tree Works in Conservation Area.

2020/21651/HH Form new glazed porch at rear entry of existing dwelling at High Noon, Matthew Lane, Low Bradley, Keighley. BD20 9DF. Approved with Conditions.

2020/21643/TCA T1 Scotts Pine – fell at 11 Lidget Road, Low Bradley, Keighley, BD20 9DS. Approved Tree Works in Conservation Area.

2020/21644/HH Knock down curved wall on drive at back of house to enable extra parking. Tarmac that section when wall demolished to match drive in front of garage to provide additional parking at 21 Hammerton Drive, Hellifield, Skipton, BD23 4LZ. Application Withdrawn.

2020/21648/TCA T1 Eucalyptus - reshape and reduction at 16 Manor Close, Burton in Lonsdale, Carnforth LA6 3NE. Approved Tree Works in Conservation Area.

2020/21667/TCA T1 Copper Beech - crown lift at 3A Shires Lane, Embsay, Skipton. BD23 6RR. Approved Tree Works in Conservation Area.

2020/21680/FUL Application for 3 no. extensions to 2 existing agricultural building at Town Hill Laithe Farm, Cam Lane, Thornton in Craven, Skipton, BD23 3SX. Approved with Conditions.

2020/21687/TCA T1 Alder - crown reduce. T2 Holly - reduce by 0.5 m in height at Elmtree House, Colne and Broughton Road, Thornton in Craven, Skipton. BD23 3TU. Approved Tree Works in Conservation Area.

2020/21691/MMA Application for minor material amendment to Condition No. 2 (approved plans) on application reference number 2017/18304/FUL granted 26 September 2017 utilising the roof space to provide two additional bedrooms at Gallaber Barn, Hellifield, Skipton, North Yorkshire. BD23 4HS. Approved with Conditions.

2020/21735/TCA T1 Sycamore - Crown lift. T2 Cypress - Crown lift. T3 Hornbeam - Crown lift at 22 Laurel Croft, Embsay, Skipton. BD23 6RF. Approved Tree Works in Conservation Area.

2020/21702/HH Erection of detached double garage at Cragstones, Crag Lane, Sutton-in-Craven, Keighley. BD20 7AR. Approved with Conditions.

2020/21707/TCA T1, T2 & T3 Leylandii – Fell at Fell House, 22 High Street, Burton-in-Lonsdale, Carnforth. LA6 3JU. Approved Tree Works in Conservation Area.

2020/21715/TCA T1 Eucalyptas – Removal at 7 Summerfield, Thornton-in-Craven, Skipton. BD23 3TZ. Approved Tree Works in Conservation Area.

2020/21711/TCA T1 Cypress - Fell. T2 Ash - Fell. T3 Holly - Fell. T4 Holly – Fell at 2 Woodlands Drive, Skipton. BD23 1QU. Approved Tree Works in Conservation Area.

2020/21755/TCA Tree works at Stone Bank, Main Street, Cononley, Keighley. BD20 8LR. Approved Tree Works in Conservation Area.

2020/21734/HH Demolition of existing sun room extension. Construction of new replacement single storey rear extension and single storey side extension at 50 Shortbank Road, Skipton. BD23 2LH. Approved with Conditions.

2020/21742/HH Two storey side extension and porch extension at 30 Meadow Lane, Cononley, Keighley. BD20 8NB. Refused.

2020/21743/TCA Fell 3 no. Cherry & 2 no. Mountain Ash at 4 Church Croft, Gargrave, Skipton. BD23 3NZ. Approved Tree Works in Conservation Area.

2020/21746/TCA T1 Lawson cypress - Fell. H1 Leylandii hedge - Remove and replant with native species at Adelaide House, 22 Low Street, Burton-in-Lonsdale, Carnforth. LA6 3LF. Approved Tree Works in Conservation Area.

2020/21747/TCA T1 Maple - Crown thin by 15%. Raise lower branches over road and house roof at The Coach House, Meadow Lane, Cononley, Keighley. BD20 8NA. Approved Tree Works in Conservation Area.

2020/21749/HH First floor bedroom extension and single storey side extension to house and swimming pool extension to rear of garage (resubmission of 2019/20493/HH) at Blossom Barn, Birkwith Lane, Low Bentham, Lancaster. LA2 7DF. Refused.

2020/21752/NMA Application for Non Material Amendment for application referenced 2019/20561/HH granted 22nd July 2019, for reduction of stone piers to proposed rear lobby and addition of side panel adjacent rear door and increased width of proposed Bi-Fold door. At 2 High Croft, High Bentham, Lancaster. LA2 7FE. Approved no conditions.

2020/21766/CCC Construction of 2 No. new detached dwellings with associated off street parking on land to South of Greenber Field, Greenfoot Lane, Low Bentham, Lancaster. LA7 7ES. Conditions complied with.

2020/21790/AGRRES Prior approval notification for change of use of agricultural building to residential use at Moorber Lane, Coniston Cold, Skipton. BD23 4EQ. PN Approved.

2020/21779/TCA T1 Yew- Reshape (tip reduction) also interfering with power lines as well as BT Lines at 2 High Street, Burton-in-Lonsdale, Carnforth. LA6 3JU. Approved Tree Works in Conservation Area.

2020/21780/TCA T1 Ash - 50% Dead causing safety issue as it overhangs the highway – Fell at 5 Lumb Croft, Sutton-in-Craven, Keighley. BD20 7AZ. Approved Tree Works in Conservation Area.

2020/21786/TCA T1 & T2 Ash - Both trees suffering from ash dieback and have a number of dead branches. would like to have them pollarded to avoid unwanted damage in high wind or storm. Glebe House, Brook View, Carleton, Skipton. BD23 3EX. Approved Tree Works in Conservation Area.

2020/21794/TCA T1 Silver Birch - Reduce height and spread by 20% at 5 Martons Close, Gargrave, Skipton. BD23 3PG. Approved Tree Works in Conservation Area.

2020/21795/TCA T1 Copper beech - Reduce height and spread by 20% at 1A Woodlands Drive, Skipton. BD23 1QU. Approved Tree Works in Conservation Area.

2020/21817/NMA Non-material amendment on planning permission referenced 2020/21428/HH granted 26 March 2020 at 23 Clayton Hall Road, Cross Hills, Keighley. BD20 7TA. Non-material amendment approved.

2020/21858/NMA Non-material amendment to planning permission referenced 2020/21312/FUL granted 27 February 2020 on land to the North of Chapel Farm, Gisburn Road, Hellifield, Skipton. Non-material amendment approved.

b. Applications

Permission Granted

Application 2020/21310/FUL two affordable homes and associated infrastructure on land at Lakeber Drive, High Bentham – subject to the conditions below except for condition 4 which is to be amended. Notwithstanding the submitted details, two fixed windows with obscured glazing shall be incorporated into the ground floor and first floor of the East and West elevations and details shall be submitted and approved by the Local Planning Authority and thereafter implemented and retained. The actual wording of the condition to be formulated by the Planning Manager.

In addition, details of the photovoltaic panel are yet to be provided and should be submitted to and approved in writing by the Local Planning Authority. The additional condition to be included in the permission is as follows:

Notwithstanding the plans approved under Condition 2 (Approved Plans) of this permission, details of the photovoltaic panels to be inserted into the roof of the proposed development shall be submitted to and approved in writing by the Local Planning Authority. The photovoltaic panels shall be constructed in accordance with the approved details prior to the occupation of the proposed dwellings and thereafter retained.

Reason: To ensure a satisfactory standard of development in accordance with Policy ENV3 of the Craven Local Plan and the requirements of the NPPF.

Conditions

Time Limit for Commencement

- 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:

Drawing no. 1941 01 Rev A Received by the Council on 2 April 2020
Drawing no. 1941 02 Received by the Council on 3 January 2020
Drawing no. 1941 03 Rev A Received by the Council on 2 April 2020
Drawing no. 1941 05 Received by the Council on 3 January 2020

Except as provided for by other conditions to this permission, the development shall be carried out in complete accordance with the approved drawings.

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

Ongoing Conditions

- 3 Prior to the construction of the dwellings hereby approved, a scheme for the provision of the affordable housing shall be submitted to and approved in writing by the local planning authority. The approved scheme shall be implemented as approved and thereafter retained unless otherwise agreed in writing by the local planning authority.

Reason: To ensure that the affordable dwellings are provided as proposed and to meet the requirements of policy H2 of the Craven Local Plan and the NPPF

- 4 Notwithstanding the provisions of Schedule 2, Part 1, Class A of the Town and Country Planning (General Permitted Development) (England) Order 2015, or any equivalent Order following the revocation and re-enactment thereof (with or without modification), no windows other than those expressly authorised by this permission shall be inserted in any elevation of the 4 dwellings at any time.

Reason: To safeguard the privacy of occupiers of neighbouring dwellings and ensure satisfactory levels of amenity for adjoining residents in accordance with the requirements of Policy ENV3 of the Craven Local Plan and the National Planning Policy Framework

- 5 Before each dwelling hereby approved is first occupied, a scheme for the design, construction (including surface treatment) and drainage of its associated parking areas shall be submitted to and approved in writing by the Local Planning Authority. The parking areas shall be constructed in accordance with the duly approved scheme before each associated dwelling is first occupied, and retained as such thereafter for the parking of vehicles.

Reason: In order that there is adequate provision for vehicles to be parked clear of the highway, to ensure appropriate surface treatment of parking areas and that satisfactory provisions are made for the disposal of surface water in accordance with the requirements of policies SP4, H2, and ENV6 of the Craven Local Plan and the National Planning Policy Framework.

- 6 Notwithstanding the plans approved under condition 2 (Approved Plans) of this permission, details for the improved biodiversity and expansion of green infrastructure shall be submitted to and approved in writing by the local planning authority. The approved details shall be implemented in their entirety prior to the occupation of the dwellings and shall thereafter be retained.

Reason: To ensure an improvement to the environment to accord with policies ENV4 and ENV5 of the Craven Local Plan and the requirements of the NPPF.

- 7 Prior to the occupation of the dwellings hereby approved details of how the expansion of the communications infrastructure including Next Generation Access Broadband (or equivalent) will be supported shall be submitted to and approved in writing by the local planning authority which shall be implemented before the occupation of the dwellings and thereafter retained unless otherwise agreed in writing by the local planning authority.

Reason: to ensure the proposal accords with Policy INF5 of the Craven Local Plan and the requirements of the NPPF.

Informatives

1. Statement of Positive Engagement:

In dealing with this application Craven District Council has sought to approach the decision making process in a positive and creative way, in accordance with the requirements of paragraph 38 of the NPPF.

2. Hours of Construction

The hours of operation during the construction phase of development and delivery of construction materials or equipment to the site and associated with the construction of the development hereby permitted should be limited to 0730 hours to 1800 hours on Monday to Fridays and 0730 hours to 1300 hours on Saturday. No work should take place on Sundays or Bank/Public Holidays.

3. Broadband Connectivity

The applicant is advised to undertake early engagement with telecommunication providers to ensure the development benefits from the highest quality broadband connectivity available. Lead times for the provision of broadband services can be in excess of 9 months prior to occupation of the first dwelling.

The District Council has produced a document, "Broadband Connectivity for New Developments in Craven - A Briefing Note for Developers" which provides a general

introduction to broadband connectivity in the District. The briefing note is available by emailing edu@cravencdc.gov.uk or can be downloaded from the District Council website.

4. Adherence to approved plans/conditions

Failure to adhere to the details of the approved plans or to comply with the conditions contravenes the Town and Country Planning Act 1990 and enforcement action may be taken.

Delegated Authority

Application 2019/20463/REG3 development of site to form 53 residential dwellings with off street parking and all associated works on land to the North of Airedale Avenue, Skipton – subject to the conditions below and those within the late information report submitted to the Committee, delegated authority is given to the Planning Manager to approve the application and dependent upon completion of an appropriate legal agreement or equivalent legal agreement to secure contributions/planning obligations towards the provision of on-site affordable house; public open space contributions and highway improvement obligations. Should the legal agreement or equivalent legal agreement not be signed/completed by 3 months from the date of the date of the due decision/committee meeting or the expiration of any further agreed extension of time, then powers be delegated to officers to refuse planning permission based on the unacceptability of the development without the required contributions and undertaking as outlined in the planning officer's report.

In noting Members comments concerning the Council's climate emergency declaration, informatives should also be included regarding BREEAM climate change mitigation measures to encourage the installation of better insulation, solar panels and heat exchange units, where appropriate. Further, regarding biodiversity, the Planning Manager is also given delegated authority to include an additional condition as follows:

Notwithstanding the plans approved under condition 2 (approved plans) of this permission, details for the improved biodiversity and expansion of green infrastructure shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented in their entirety prior to the occupation of the dwellings and shall thereafter be retained.

Reason: To ensure an improvement to the environment to accord with policies ENV4 and ENV5 of the Craven Local Plan and the requirements of the NPPF.

Conditions

Time Limit for Commencement

- 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:

- 01-A-Site Location Plan
- 02-Existing Site Layout
- 03-G-Proposed Site Layout
- 04-Site Block Plans
- 05-Existing Site Sections
- 06-A Proposed Site Sections A-A + B-B
- 10-B-Proposed Floor Plans & Elevations Type A

- 11-B-Proposed Floor Plans & Elevations Type B
- 12-B-Proposed Floor Plans & Elevations Type C
- 13-B-Proposed Floor Plans & Elevations Type D
- 14-D-Proposed Floor Plans & Elevations Type E
- 15-D-Proposed Floor Plans & Elevations Type F
- 16-D-Proposed Floor Plans & Elevations Type G
- 17-D-Proposed Floor Plans & Elevations Type H
- 18-C-Proposed Floor Plans & Elevations Type I
- 19-D-Proposed Floor Plans & Elevations Type J
- 20-D-Proposed Floor Plans & Elevations Type K
- 21-B-Proposed Floor Plans & Elevations Type L & M
- 22-B-Proposed Floor Plans & Elevations Type N
- A-Design & Access Statement

Topographical Survey Drawings

- TRI-2477-01-A1 - TriCAD Solutions Ltd
- TRI-2477-02-A1 - TriCAD Solutions Ltd
- TRI-2477-03-A1 - TriCAD Solutions Ltd
- TRI-2477-04-A1 - TriCAD Solutions Ltd
- TRI-2477-05-A1 - TriCAD Solutions Ltd
- TRI-2477-06-A1 - TriCAD Solutions Ltd
- 18164-PWA-00-XX-RP-C-1003 P01 FZ2 AND DRAINAGE

Archaeological Desk Based Assessment - On Site Archaeology Ltd

Geophysical Survey - On Site Archaeology Ltd

- Phase I Geo-Environmental Assessment - Paul Waite Associates
- Phase II Geo Environmental Assess - Paul Waite Associates
- FRA and Drainage Strategy - Paul Waite Associates inc drawing 18164 DR 01 P06
- 18164 PW A 00 XX DR C 5000 PO1 Section 104 Drainage
- 18164 PWA A 00 XX DR C 5001 PO1 Flood Routing Plan
- 18164-PWA-00-XX-DR-C-1007 P01 FLOOD ZONE 2 EXISTING AND PROP
- 18164-PWA-00-XX-DR-C-2000 P10 EXTERNAL WORKS
- 18164-PWA-00-XX-DR-C-3000 P09 EARTHWORKS ANALYSIS

1001-P03-Impermeable Area Plan - Paul Waite Associates

- 2000-P07-External Works - Paul Waite Associates
- 2001-P01-Retaining Wall Details Sheet 1, 2 & 3 - Paul Waite Associates
- 3000-P06-Earthworks Analysis - Paul Waite Associates
- 4000-P01-Remediation Strategy - Paul Waite Associates

LL01-C - Landscape Plan - Smeeden Foreman

- LL02-D - Landscape Plan - Smeeden Foreman
- SF2909 Landscape visual impact
- SF2909 rev B Habitat Regulations Assessment
- Aboricultural Survey Report - Smeeden Foreman
- TPP01 - Tree Protection Plan - Smeeden Foreman
- Preliminary Ecological Appraisal - Smeeden Foreman
- LMP01 rev C- Lansdscape Management Plans
- 6000_P02
- Transport Statement - AMATP
- AMA-20379-SK002 (ADDITIONAL INFO) FIGURE 2

Except as provided for by other conditions to this permission, the development shall be carried out in complete accordance with the approved drawings or where alternative details have been subsequently approved following an application for a non-material amendment.

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

Before you Commence Development

- 3 Development shall not commence until a scheme restricting the rate of development flow runoff from the site has been submitted to and approved in writing by the Local Planning Authority.

The flowrate from the site shall be restricted to the Q_{bar} greenfield runoff rate for all events up to the 1 in 100 year event. A 30% allowance shall be included for climate change effects and a further 10% for urban creep for the lifetime of the development. Storage shall be provided to accommodate the minimum 1 in 100 year plus climate change critical storm event. The scheme shall include a detailed maintenance and management regime for the storage facility.

No part of the development shall be brought into use until the development flow restriction works comprising the approved scheme has been completed. The approved maintenance and management scheme shall be implemented throughout the lifetime of the development.

Reason: To ensure that the development is not at risk of flooding and does not increase flood risk elsewhere, in accordance with the requirements of Policy ENV3 of the Craven Local Plan and the National Planning Policy Framework.

- 4 No development shall take place until an appropriate Exceedance Flow Plan for the site has been submitted to and approved in writing by the Local Planning Authority. Site design must be such that when SuDS features fail or are exceeded, exceedance flows do not cause flooding of properties on or off site.

This is achieved by designing suitable ground exceedance or flood pathways. Runoff must be completely contained within the drainage system (including areas designed to hold or convey water) for all events up to a 1 in 30 year event. The design of the site must ensure that flows resulting from rainfall in excess of a 1 in 100 year rainfall event are managed in exceedance routes that avoid risk to people and property both on and off site.

Reason: to prevent flooding to properties during extreme flood events and to mitigate against the risk of flooding on and off the site and to accord with Policy ENV3 of the Craven Local Plan and the National Planning Policy Framework.

During Building Works

- 5 No construction works within 10m of the water main crossing the site shall commence until measures to protect the main that is laid within the site boundary have been implemented in full accordance with details that have been submitted to and approved by the Local Planning Authority.

The details shall include but not be exclusive to the means of ensuring that access to the pipe for the purposes of repair and maintenance by the statutory undertaker shall be retained at all times. Furthermore, no trees shall be planted within 5 metres of the centre line of the aforementioned water main.

Reason: In the interest of public health and maintaining the public water supply and to accord with the requirements of the National Planning Policy Framework.

- 6 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 foul sewer network and to accord with the requirements of the National Planning Policy Framework.

- 7 Prior to any above ground works, a scheme shall be submitted to and approved in writing by the local planning authority to provide that the buildings are designed and constructed so as to ensure that vibration values do not exceed 0.4m/s^{1.75} between 07.00 and 23.00 hours, and 0.26m/s^{1.75} between 23.00 and 07.00 hours, as calculated in accordance with BS 6472-1:2008, entitled Guide to Evaluation of Human Exposure to Vibration in Buildings. The dwellings shall be constructed in accordance with the approved scheme and maintained for the life of the approved development.

Reason: To safeguard the living conditions of residents particularly with regard to the effects of vibration and to accord with the National Planning Policy Framework.

- 8 During construction works there shall be no:
- a. Light Goods Vehicles exceeding 3.5 tonnes
 - b. Medium Goods Vehicles up to 7.5 tonnes
 - c. Heavy Goods Vehicles exceeding 7.5 tonnes

permitted to arrive, depart, be loaded or unloaded on Sunday or a Bank Holiday nor at any time, except between the hours of 07:00 and 18:00 on Mondays to Fridays and 08:00 to 18:00 on Saturdays.

Reason: To avoid conflict with vulnerable road users and to accord with the requirements of Policy INF 7 of the Craven Local Plan and the National Planning Policy Framework.

- 9 Within 3 months of development first taking place, details of the height, design, materials and finish of all boundary treatments at the site (the siting of which is shown on the approved plan submitted with application showing siting of boundary wall and fencing shall be submitted to and approved in writing by the Local Planning Authority. The boundary treatments shall be constructed in accordance with the duly approved details before the building is first occupied, and retained as such thereafter.

Reason: In the interests of site security and to ensure a satisfactory relationship with the character of surrounding buildings and the street scene in accordance with the requirements of Policy ENV3 of the Craven Local Plan and the National Planning Policy Framework.

- 10 Notwithstanding any details shown on the approved plans and the requirements of condition 2 of this permission, within three months of development first taking place a scheme for the construction of all hard surfaced areas of the development shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the design, construction (including sub layers and surfacing materials) and drainage of all hard surfaced areas, and a timetable for their provision. The hard surfaced areas shall thereafter be delivered in accordance with the duly approved scheme and the timetable contained therein.

Reason: In order to ensure satisfactory treatment of hard surfaced areas and a satisfactory standard of engineering works in the interests of visual amenity in accordance with Policy ENV3 of the Craven Local Plan and the National Planning Policy Framework.

- 11 There shall be no access or egress between the highway and the application site by any vehicles other than via the existing access with the public highway at Airedale Avenue.

The access shall be maintained in a safe manner which shall include the repair of any damage to the existing adopted highway occurring during construction.

Reason: In the interests of both vehicle and pedestrian safety and the visual amenity of the area and to accord with the requirements of Policy INF of the Craven Local Plan and the National Planning Policy Framework.

- 12 Drawings and details to be submitted under one S38 application to be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority:
- a. Detailed engineering drawings to a scale of not less than 1:250 and based upon an accurate survey showing:
 - o the proposed highway layout including the highway boundary dimensions of any carriageway, cycleway, footway, and verges
 - o visibility splays
 - o the proposed buildings and site layout, including levels
 - o accesses and driveways
 - o drainage and sewerage system
 - o lining and signing
 - o traffic calming measures
 - o all types of surfacing (including tactiles), kerbing and edging.
 - b. Longitudinal sections to a scale of not less than 1:500 horizontal and not less than 1:50 vertical along the centre line of each proposed road showing:
 - o the existing ground level
 - o the proposed road channel and centre line levels
 - o full details of surface water drainage proposals.
 - c. Full highway construction details including:
 - o typical highway cross-sections to scale of not less than 1:50 showing a specification for all the types of construction proposed for carriageways, cycleways and footways/footpaths
 - o when requested cross sections at regular intervals along the proposed roads showing the existing and proposed ground levels
 - o kerb and edging construction details
 - o typical drainage construction details.
 - d. Details of the method and means of surface water disposal.
 - e. Details of all proposed street lighting.
 - f. Drawings for the proposed new roads and footways/footpaths giving all relevant dimensions for their setting out including reference dimensions to existing features.
 - g. Full working drawings for any structures which affect or form part of the highway network.
 - h. A programme for completing the works. The development shall only be carried out in full compliance with the approved drawings and details unless agreed otherwise in writing by the Local Planning Authority with the Local Planning Authority in consultation with the Highway Authority.

Reason: In the interests of highway safety and to accord with Policy INF of the Craven Local Plan and the National Planning Policy Framework.

- 13 Notwithstanding any description of materials in the application, no above ground works shall take place until full details of all materials to be used on the external surfaces of the development have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, colour and texture of the materials. The development shall thereafter be implemented in accordance with the duly approved materials.

Reason: To ensure use of appropriate materials which are sympathetic to the character of the rural area and the site's surroundings in the interests of visual amenity in accordance with the requirements of Policy ENV3 of the Craven Local Plan and the National Planning Policy Framework.

- 14 The site shall be developed with separate systems of drainage for foul and surface water on and off site.

Reason: In the interest of satisfactory and sustainable drainage and to accord with the requirements of the National Planning Policy Framework.

- 15 There shall be no access or egress by any vehicles between the highway and the application site (except for the purposes of constructing the initial site access) until splays are provided giving clear visibility of 24m measured along both channel lines of the major road Hurrs Road from a point measured 2m down the centre line of the access road. The eye height will be 1.05m and the object height shall be 1.05m. This can be achieved with the installation of new junction markings as per the proposed offsite Highway works showing on drawing 6000_P02 dated 8.8.2019. Once recreated, these visibility areas shall be maintained clear of any obstruction and retained for their intended purposes at all times.

Inclusion of additional Highways Conditions (*due to technical issue*)

HC-08: There shall be no movement by construction or other vehicles between the highway and the application site (except for the purposes of constructing the initial site access) until that part of the access(es) extending 10 metres into the site from the carriageway of the existing highway has been made up and surfaced in accordance with the approved details and the published Specification of the Highway Authority.

All works shall accord with the approved details unless otherwise approved in writing by the Local Planning Authority in consultation with the Highway Authority. Any damage during use of the access until the completion of all the permanent works shall be repaired immediately.

REASON: In accordance with policy INF7 of the Craven Local Plan and to ensure a satisfactory means of access to the site from the public highway in the interests of vehicle and pedestrian safety and convenience.

HC-12a: Unless otherwise approved in writing by the Local Planning Authority, there shall be no excavation or other groundworks, except for investigative works, or the depositing of material on the site in connection with the construction of the access road or building(s) or other works until:

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

Junction improvement works to improve required visibility

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

REASON: In accordance with policy INF7 and to ensure that the details are satisfactory in the interests of the safety and convenience of highway users.

HC 18a: There shall be no access or egress by any vehicles between the highway and the application site until details of the precautions to be taken to prevent the deposit of mud, grit and dirt on public highways by vehicles travelling to and from the site have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway

Authority. These facilities shall include the provision of wheel washing facilities where considered necessary by the Local Planning Authority in consultation with the Highway Authority. These precautions shall be made available before any excavation or depositing of material in connection with the construction commences on the site and be kept available and in full working order and used until such time as the Local Planning Authority in consultation with the Highway Authority agrees in writing to their withdrawal

REASON: In accordance with policy INF7 and to ensure that no mud or other debris is deposited on the carriageway in the interests of highway safety.

HC 21: Unless otherwise approved in writing by the Local Planning Authority, there shall be no HCVs brought onto the site until a survey recording the condition of the existing highway has been carried out in a manner approved in writing by the Local Planning Authority in consultation with the Highway Authority.

REASON: In accordance with policy INF7 and in the interests of highway safety and the general amenity of the area

HC 24: Unless approved otherwise in writing by the Local Planning Authority there shall be no establishment of a site compound, site clearance, demolition, excavation or depositing of material in connection with the construction on the site until proposals have been submitted to and approved in writing by the Local Planning Authority for the provision of:

- a. on-site parking capable of accommodating all staff and sub-contractor's vehicles clear of the public highway
- b. on-site materials storage area capable of accommodating all materials required for the operation of the site.
- c. The approved areas shall be kept available for their intended use at all times that construction works are in operation.

REASON: In accordance with policy INF7 and to provide for appropriate on-site vehicle parking and storage facilities, in the interests of highway safety and the general amenity of the area.

HC 25: Unless otherwise approved in writing by the Local Planning Authority, there shall be no establishment of a site compound, site clearance, demolition, excavation or depositing of material in connection with the construction on the site until details of the routes to be used by HCV construction traffic have been submitted to, and approved in writing by, the Local Planning Authority in consultation with the Highway Authority. Thereafter the approved routes shall be used by all vehicles connected with construction on the site.

REASON: In accordance with policy # and in the interests of highway safety and the general amenity of the area.

HC 26: 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 consultation with the Highway Authority. This shall include:

- a. the appointment of a travel co-ordinator
- b. a partnership approach to influence travel behaviour
- c. measures to encourage the use of alternative modes of transport other than the private car by persons associated with the site
- d. provision of up-to-date details of public transport services
- e. continual appraisal of travel patterns and measures provided through the travel plan

- f. improved safety for vulnerable road users
- g. a reduction in all vehicle trips and mileage
- h. a programme for the implementation of such measures and any proposed physical works
- i. procedures for monitoring the uptake of such modes of transport and for providing evidence of compliance.

The Travel Plan shall be implemented and the development shall thereafter be carried out and operated in accordance with the Travel Plan.

REASON: In accordance with policy INF7 and to establish measures to encourage more sustainable non-car modes of transport

HC 27: There shall be no access or egress by any vehicles between the highway and the application site until full details of a safe and satisfactory access to the adopted highway have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The development shall not be brought into use until the approved access is available for use.

REASON: In accordance with policy INF7 and in the interests of highway safety.

Inclusion of 2 informatives advising the developer of the necessary agreement and licences to be obtained from NYCC Highways.

- 16 Each dwelling shall be constructed to achieve a minimum code for sustainable homes in accordance with the requirements of Code for Sustainable Homes: Technical Guide. The development shall be carried out entirely in accordance with the approved assessment and certification.

Reason: To ensure that the development is sustainable and makes effective use of energy, water and materials and to comply with policy ENV3 of the Craven Local Plan and the National Planning Policy.

- 17 All flood risk mitigation works required in connection with the development hereby approved shall be carried out in complete accordance with the approved Flood Risk Assessment Report reference 18164/CR/01P06 by Paul Waite Associates.

Reason: To ensure that there is no increased risk of flooding as a result of the development and to accord with Policy ENV6 of the Craven Local Plan and the National Planning Policy Framework.

- 18 The development hereby approved shall be carried out in strict accordance with the approved biodiversity mitigation plan submitted and agreed as part of the the approved development and shall be retained thereafter.

Reason: In the interests of protecting the biodiversity of the environment and to accord with Policy ENV4 of the Craven Local Plan and the National Planning Policy Framework.

- 19 No removal of hedgerows, trees or shrubs shall take place between 1st March and 31st August inclusive, unless a detailed check of the site for active birds' nests has been undertaken and written confirmation has been submitted to the planning authority that no birds will be harmed and that there are appropriate measures in place to protect nesting bird interest on the site.

The check shall be undertaken no later than 14 days before the commencement of the, development and no site clearance or other works in connection with the development hereby approved shall commence unless the written confirmation and protection measures have been

submitted to and approved in writing by the planning authority. The development shall be carried out in accordance with the approved protection measures.

Reason: In the interest of safeguarding the habitat of local bird species and to accord with Policy ENV4 of the Craven Local Plan and the National Planning Policy Framework.

- 20 All soft and hard landscaping proposals shall be carried out in accordance with the approved planting scheme and management programme. Any planting which, within a period of 5 years from the completion of the development, in the opinion of the Planning Authority is dying, being severely damaged or becoming seriously diseased, shall be replaced by plants of similar size and species to those originally required to be planted. Once provided, all hard landscaping works shall thereafter be permanently retained.

Reason: To ensure the implementation and management of a satisfactory scheme of landscaping which will help to integrate the proposed development into the local landscape in the interests of the visual amenity of the area and to accord with Policies ENV3, ENV4 of the Craven Local Plan and the National Planning Policy Framework.

Before the Development is Occupied

- 21 Prior to the occupation of the last five dwellings to which this planning permission relates the carriageway shown on the approved plan from which it gains access to adjoining allocated site ref: 89 is constructed to basecourse macadam level.

Reason: To ensure appropriate access and egress to the adjacent site, in the interests of highway safety and to accord with the requirements of the National Planning Policy Framework.

- 22 No dwelling shall be occupied until the related parking facilities have been constructed in accordance with the approved drawing. Once created these parking areas shall 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 and to accord with Policy INF4 of the Craven Local Plan and the National Planning Policy Framework.

- 23 Prior to the occupation of the last five dwellings to which this planning permission relates the carriageway and any footway/footpath shown on the approved plan from which it gains access is constructed to basecourse macadam level and/or block paved and kerbed and connected to the existing highway network with street lighting installed and in operation.

The completion of all road works, including any phasing, shall be in accordance with a programme approved in writing with the Local Planning Authority in consultation with the Highway Authority before the first dwelling of the development is occupied.

Reason: To ensure safe and appropriate access and egress to the dwellings, in the interests of highway safety and the convenience of prospective residents. accord with the requirements of Policy INF4 & INF 7 of the Craven Local Plan and the National Planning Policy Framework.

- 24 Prior to occupation, a fully detailed scheme for the sound insulation of the residential buildings against externally generated noise shall be submitted to and approved in writing by the Local Planning Authority; the approved works shall be implemented prior to the occupation of the buildings and thereafter permanently retained.

The sound insulation works shall be engineered so the dB levels within the residential buildings adhere to BS8233:2014 Guidance on Sound Insulation and Noise Reduction for Buildings (See Table 4, page 24) .

Reason: In order to ensure that no undue disturbance is caused to individual occupants by the transmission of airborne sound and to accord with Policy ENV3 of the Craven Local Plan and the National Planning Policy Framework.

- 25 Prior to the occupation of any dwellings, a management plan for the future maintenance of the open grassed spaces and trees/hedges as shown on the approved drawings (excluding the private amenity spaces associated with each dwelling) shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the open grassed areas shall be permanently maintained in accordance with the approved management plan.

Reason: In the interests of visual amenity and residential amenity and to accord with the requirements of Policy ENV5 of the Craven Local Plan and the National Planning Policy Framework.

- 26 Prior to the first occupation details of the trespass proof fence (adjacent to Network Rail's boundary minimum approx. 1.8m high) shall be submitted and approved by the Local Planning Authority. The development shall thereafter be carried out in full accordance with the duly approved details.

Reason: To ensure appropriate measures are put in place to safeguard existing network rail infrastructure adjacent to the site and to safeguard the future occupants of these dwellings in accordance with the requirements of the National Planning Policy Framework.

Ongoing Conditions

- 27 The hard surface hereby approved shall be made of porous materials and retained thereafter or provision shall be made and retained thereafter to direct run-off water from the hard surface to a permeable or porous area or surface within the curtilage of the dwellings.

Reason: To reduce the risk of flooding and pollution and increase the levels of sustainability of the development.

Informatives

1. Consideration should be given to ensure that the construction and subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of, or encroaching upon Network Rail's adjacent land, and therefore all/any building should be situated at least 2 metres from Network Rail's boundary. This will allow construction and future maintenance to be carried out from the applicant's land, thus reducing the probability of provision and costs of railway look-out protection, supervision and other facilities necessary when working from or on railway land.
2. The developer/applicant must ensure that their proposal, both during construction, and after completion of works on site, does not affect the safety, operation or integrity of the operational railway, Network Rail and its infrastructure or undermine or damage or adversely affect any railway land and structures. There must be no physical encroachment of the proposal onto Network Rail land, no over-sailing into Network Rail air-space and no encroachment of foundations onto Network Rail land and soil. There must be no physical encroachment of any foundations onto Network Rail land. Any future maintenance must be conducted solely within the applicant's land ownership. Should the applicant require access to Network Rail land then must seek approval from the Network Rail Asset Protection Team. Any unauthorised access to Network Rail land or air-space is an act of trespass and we would remind the council that this is a criminal offence (s55 British Transport Commission Act 1949). Should the applicant be

granted access to Network Rail land then they will be liable for all costs incurred in facilitating the proposal.

3. The Developer should be aware that any development for residential use adjacent to an operational railway may result in neighbour issues arising. Consequently every endeavour should be made by the developer to provide adequate soundproofing for each dwelling. Please note that in a worst case scenario there could be trains running 24 hours a day and the soundproofing should take this into account.
4. Where trees/shrubs are to be planted adjacent to the railway boundary these shrubs should be positioned at a minimum distance greater than their predicted mature height from the boundary. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary. We would wish to be involved in the approval of any landscaping scheme adjacent to the railway. Where landscaping is proposed as part of an application adjacent to the railway it will be necessary for details of the landscaping to be known and approved to ensure it does not impact upon the railway infrastructure. Any hedge planted adjacent to Network Rail's boundary fencing for screening purposes should be so placed that when fully grown it does not damage the fencing or provide a means of scaling it. No hedge should prevent Network Rail from maintaining its boundary fencing. Lists of trees that are permitted and those that are not permitted are provided below and these should be added to any tree planting conditions:

Acceptable:

Birch (Betula), Crab Apple (Malus Sylvestris), Field Maple (Acer Campestre), Bird Cherry (Prunus Padius), Wild Pear (Pyrus Communis), Fir Trees - Pines (Pinus), Hawthorne (Cretaeagus), Mountain Ash - Whitebeams (Sorbus), False Acacia (Robinia), Willow Shrubs (Shrubby Salix), Thuja Plicatata "Zebrina"

Not Acceptable:

Acer (Acer pseudoplatanus), Aspen - Poplar (Populus), Small-leaved Lime (Tilia Cordata), Sycamore - Norway Maple (Acer), Horse Chestnut (Aesculus Hippocastanum), Sweet Chestnut (Castanea Sativa), Ash (Fraxinus excelsior), Black poplar (Populus nigra var, betulifolia), Lombardy Poplar (Populus nigra var, italica), Large-leaved lime (Tilia platyphyllos), Common lime (Tilia x europea)

A comprehensive list of permitted tree species is available upon request.

5. Where new lighting is to be erected adjacent to the operational railway the potential for train drivers to be dazzled must be eliminated. In addition the location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. Detail of any external lighting should be provided as a condition if not already indicated on the application.
6. All roads, paths or ways providing access to any part of the railway undertaker's land shall be kept open at all times during and after the development.
7. Children's play areas, open spaces and amenity areas must be protected by a secure fence along the boundary of one of the following kinds, concrete post and panel, iron railings, steel palisade or such other fence approved by the Local Planning Authority acting in consultation with the railway undertaker to a minimum height of 1.8 metres and the fence should not be able to be climbed.

Network Rail is required to recover all reasonable costs associated with facilitating these works.

8. Please note that there are private surface water drains crossing the site.
9. The Flood Risk Assessment & Drainage Strategy prepared by Paul Waite Associates (Report 18164/CR/01 Revision P04 dated April 2019) is acceptable. In summary, the report states that foul water will discharge to public foul water sewer crossing the site (although the report makes

reference to appendix E showing foul drainage proposals and appendix E appears to provide surface water calculations). Surface water will drain to watercourse.

As surface water from the site is not proposed to discharge to the public sewer network, no assessment of the capacity of the public sewers to receive surface water has been undertaken. Should the surface water disposal proposals change, further consultation with Yorkshire Water will be required.

10. The developer proposes to divert the public foul sewer crossing the site (subject to Section 185 of the Water Industry Act 1991). On the Statutory Sewer Map, there are 100mm & 225mm diameter public foul sewers recorded to cross the site. It is essential that the presence of this infrastructure is taken into account in the design of the scheme. With regards to the 100mm & 225mm public foul sewers, YWS would look for this matter to be controlled by Requirement H4 of the Building Regulations 2000. The proposal by the developer to divert the foul sewer will be subject to YW requirements and formal procedure in accordance with Section 185 Water Industry Act 1991.
11. All wild birds, nests, eggs and young are protected under the Wildlife & Countryside Act 1981 (as amended). The grant of planning permission does not override the above Act. All applicants and sub-contractors are reminded that persons undertaking site clearance, hedgerow removal, demolition works etc. between March and August may risk committing an offence under the above Act and may be liable to prosecution if birds are known or suspected to be nesting. The Council will pass complaints received about such work to the appropriate authorities for investigation. The Local Authority advises that such work should be scheduled for the period 1 September-28 February wherever possible. Otherwise, a qualified ecologist should make a careful check before work begins.
12. All excavations/ earthworks carried out in the vicinity of Network Rail property/ structures must be designed and executed such that no interference with the integrity of that property/ structure can occur. If temporary works compounds are to be located adjacent to the operational railway, these should be included in a method statement for approval by Network Rail. Prior to commencement of works, full details of excavations and earthworks to be carried out near the railway undertaker's boundary fence should be submitted for the approval of the Local Planning Authority acting in consultation with the railway undertaker and the works shall only be carried out in accordance with the approved details. Where development may affect the railway, consultation with the Asset Protection Project Manager should be undertaken. Network Rail will not accept any liability for any settlement, disturbance or damage caused to any development by failure of the railway infrastructure nor for any noise or vibration arising from the normal use and/or maintenance of the operational railway. No right of support is given or can be claimed from Network Rails infrastructure or railway land.
13. All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse or failure, no materials or plant are capable of falling within 3.0m of the nearest rail of the adjacent railway line, or where the railway is electrified, within 3.0m of overhead electrical equipment or supports.
14. An Armco or similar barrier should be located in positions where vehicles may be in a position to drive into or roll onto the railway or damage the lineside fencing. Network Rail's existing fencing / wall must not be removed or damaged. Given the considerable number of vehicle movements likely provision should be made at each turning area/roadway/car parking area adjacent to the railway.
15. Although the existing NR fence is adequate in preventing trespass there will inevitably be pressure from the new residents to soften or even attempt to alter its appearance. It should be noted that our fence should not be altered or moved in any way and nothing should be put in place to prevent us from maintaining our boundary fence as we are obliged to do so in law. It is

our experience that most developments seek to provide their own boundary enclosure so as to avoid such future problems. It would also help to reduce the impact of railway noise. We would advise that the developer should provide a trespass proof fence adjacent to Network Rail's boundary (minimum 1.8m high) and make provision for its future maintenance and renewal. Network Rail's existing fencing / wall must not be removed or damaged.

16. Method statements may require to be submitted to Network Rail's Asset Protection Project Manager at the below address for approval prior to works commencing on site. This should include an outline of the proposed method of construction, risk assessment in relation to the railway and construction traffic management plan. Where appropriate an asset protection agreement will have to be entered into. Where any works cannot be carried out in a "fail-safe" manner, it will be necessary to restrict those works to periods when the railway is closed to rail traffic i.e. "possession" which must be booked via Network Rail's Asset Protection Project Manager and are subject to a minimum prior notice period for booking of 20 weeks. Generally if excavations/piling/buildings are to be located within 10m of the railway boundary a method statement should be submitted for NR approval.
17. Once planning permission has been granted and at least six weeks prior to works commencing on site the Asset Protection Project Manager (OPE) MUST be contacted, contact details as below. The OPE will require to see any method statements/drawings relating to any excavation, drainage, demolition, lighting and building work or any works to be carried out on site that may affect the safety, operation, integrity and access to the railway.
18. Where vibro-compaction machinery is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of the Local Planning Authority acting in consultation with the railway undertaker prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement
19. Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed
20. With a development of a certain height that may/will require use of a crane, the developer must bear in mind the following. Crane usage adjacent to railway infrastructure is subject to stipulations on size, capacity etc. which needs to be agreed by the Asset Protection Project Manager prior to implementation.
21. All surface and foul water arising from the proposed works must be collected and diverted away from Network Rail property. In the absence of detailed plans all soakaways must be located so as to discharge away from the railway infrastructure. The following points need to be addressed:

There should be no increase to average or peak flows of surface water run off leading towards Network Rail assets, including earthworks, bridges and culverts.

All surface water run off and sewage effluent should be handled in accordance with Local Council and Water Company regulations.

Attenuation should be included as necessary to protect the existing surface water drainage systems from any increase in average or peak loadings due to normal and extreme rainfall events.

Attenuation ponds, next to the railway, should be designed by a competent specialist engineer and should include adequate storm capacity and overflow arrangements such that there is no risk of flooding of the adjacent railway line during either normal or exceptional rainfall events.

22. No works are to be undertaken which will create an obstruction, either permanent or temporary, to the Public Right of Way adjacent to the proposed development. Applicants are advised to contact the Country Council's Access and Public Rights of team at County Hall, Northallerton

via paths@northyorks.gov.uk to obtain up-to-date information regarding the line of the route of the way. The applicant should discuss the Highway Authority any proposals for altering the route.

23. In accordance with the National Planning Policy Framework (NPPF), the Council takes a positive and proactive approach to development proposals focused on solutions. We work with applicants/agents in a positive and creative way by offering a pre-application advice service, where possible, suggesting solutions to secure a successful outcome and as appropriate, updating applicants / agents of any issues that may arise in the processing of their application.

24. Topsoil

The applicant is advised it is the responsibility of the developer to ensure that any topsoil brought on site is free from metals, plastic, wood, glass, tarmac, paper and odours associated with contaminated soils as specified in BS 3882: 2015 Specification for Topsoil. Supplier(s) details and confirmation on the source(s) of any topsoil materials brought on site should be made available for inspection at the request of the Council's Environmental Health Department.

25. Noise

The applicant needs to have regard to the BS8233:2014 Guidance on 'Sound Insulation and Noise Reduction for Buildings' which presents guideline noise levels for both inside and outside dwellings.

26. Hours of Construction

The hours of operation during the construction phase of development and delivery of construction materials or equipment to the site and associated with the construction of the development hereby permitted should be limited to 0730 hours to 1800 hours on Monday to Fridays and 0730 hours to 1300 hours on Saturday. No work should take place on Sundays or Bank/Public Holidays.

27. Charging Points

The applicant/developer is advised that in the interests of promoting sustainable travel opportunities electric vehicle charging points should be provided.

28. Broadband Connectivity

The applicant is advised to undertake early engagement with telecommunication providers to ensure the development benefits from the highest quality broadband connectivity available. Lead times for the provision of broadband services can be in excess of 9 months prior to occupation of the first dwelling.

The District Council has produced a document, "Broadband Connectivity for New Developments in Craven - A Briefing Note for Developers" which provides a general introduction to broadband connectivity in the District. The briefing note is available by emailing edu@cravencdc.gov.uk or can be downloaded from the District Council website.

29. No new trees must be planted 5m either side of any public sewer centre-line.

30. A 10" water main is very close (possibly within) the most eastern point of the site; whilst it does not appear to be directly affected by the development the "green infrastructure zone appears to be located over a small length of the pipe. No ground levels must occur over or close to the pipe and no trees should be planted within 5 meters of its centre-line.

The pipe is located and marked out by YW prior to construction activity commencing and to arrange a visit the developer should contact tech_support.engineer_west@yorkshirewater.co.uk

31. Security of the railway boundary will need to be maintained at all times. If the works require temporary or permanent alterations to the mutual boundary the applicant must contact Network Rail's Asset Protection Project Manager

Permission Refused

Application 2019/20487/FUL change of use of land from former Railway Goods Yard to 5 no. holiday lodges (Phase 2) on former Railway Goods Yard, Clapham Station, Clapham. LA2 8ES - the Planning Manager to formulate appropriate reasons for refusal based on ENV1 9.2 on the grounds that the cumulative impact the development of additional lodges would have on the nearby Hamlet resulting in the site not being in scale and the materials did not respect the surrounding special qualities of the landscape, scenic beauty and intrinsic dark landscapes.

PL.996

PLANNING ENFORCEMENT

The Strategic Manager for Planning and Regeneration submitted details of closed enforcement cases and new enforcement complaints registered in the period from 21st August 2020 to 17th September 2020.

Minutes for Decision

- None –

Chairman.