

SOUTH CAVE PARISH COUNCIL
18th November 2013

The Meeting of South Cave Parish Council took place in the Town Hall, Market Place, South Cave commencing at 7:00pm.

Present: Cllrs M. Turner (Chairman), Barnett, L Turner, Bateman, Munby, Kelly, Lenton, Kingdom, Foley & Warren
Mrs L Fielding - Clerk
Two Ward Councillors
One PCSO
Nine members of the public

Public Forum

Cllr Kingdom expressed concerns for the amount of trees felled at Little Wold Lane, South Cave. The Parish Council requested Clerk request the ERYC place TPOs on the remaining trees located at SCAV6 & SCAV7.

Cllr Turner raised awareness of concerns of residents in relation to the sale of the land located off the A63 previously known as Bramblewood Nurseries. The Parish Council noted the sale of the land, however were unable to make further conclusions until a change of use or planning application is received for this area.

Clerk provided the Parish Council with details of the Wind Turbine Consultation to be held at Ellerker Village Hall on 27th November 2013.

59791113

Apologies for absence

Cllr L.Turner proposed apologies be accepted from Cllr Jamieson, Seconded Cllr Munby, All in favour.

59801113

Ward Councillors Reports (For Information Only)

Cllr Galbrith provided information on three items:

- i) The ERYC have decided there will be free weekend parking on the run up to Christmas in ERYC carparks.
- ii) ERYC are providing training sessions on support for businesses held at the business centre Market Weighton & Brough. This service will provide advice and the opportunity to rent small starter units i.e. workshop or offices. These will be offered at 6 months low or free rent until the business gets going.
- iii) The planning application from B & K for the dog breeding centre in Grimston has been refused. The Planning Committee refused at 5 votes to 4. Refusal was based around the noise effect and quality on life of villages living close to the development. The ERYC were fearful of impact on residents from possible protesters. This application may go to appeal.

Cllr Smith provided paperwork from Brough Voluntary Action Group.

- 59811113 **Approval of Previous Meetings Minutes, 21st October 2013**
Cllr Bateman proposed that the minutes of the 21st October 2013 be approved and entered into records, as a true and accurate record with three minor amendments, Seconded Cllr Munby, All in favour.
- 59821113 **Declarations of Interest**
(i)Cllr Kingdom declared a non pecuniary interest in minute reference:
59851113 (ii)
- 59831113 **Police Matters**
(i)PCSO advised the Parish Council nine crimes had been reported. Cllr L. Turner advised the PCSO of problems with vehicles at the Carpark above the Tennis Courts. PCSO advised visits will be made to the site.
- 59841113 **Committees**
(i)The Parish Council received and where necessary adopted the resolutions from within the minutes of the following committee meetings:
Finance & General Policy Committee – 14th October 2013
Planning Committee Meeting – 4th November 2013
Farmers Market Committee – 7th November 2013
There were three minor amendments to the Farmers Market Minutes.
Proposed Cllr L. Turner, Seconded Cllr Bateman, All in favour.
- 59851113 **Planning**
(i)13/03475/PLF – Erection of two storey extension to side at 9 Lloyds Close, South Cave for Mr Steve Leach – Application Type: Full Planning Permission
Cllr Lenton proposed the Parish Council raise no objection to the application as this has no adverse effect on neighbouring properties or streetscene. Seconded Cllr Munby, All in favour.
(ii)13/03446/OUT – Outline – Erection of 24 Dwellings (access to be considered) at land to North of The Stray, South Cave for Mr David Watts – Application Type: Outline
Cllr Kingdom proposed the Parish Council recommend refusal of this application, refusal points noted on appendix (i). Seconded Cllr Kelly, All in favour.
- 59861113 **Correspondence**
(i)The Parish Council noted the letter received from South Cave Preservation society – War Memorial. Cllr Barnett proposed the Parish Council support the Preservation Societies ideas on fundraising and requested the Preservation Society maintain contact with the Parish Council on this matter. The Parish Council suggested the Preservation Society make contact with the East Riding of Yorkshire Council to establish if planning permission is required for the works to the war memorial. Seconded Cllr Munby, All in favour.
(ii)The Parish Council noted ERYC dog fouling scheme & considered involvement. Cllr L. Turner proposed the Parish Council decline to offer on this occasion, Seconded Cllr Kingdom. All in favour.
(iii)The Parish Council noted the copy letter received from ‘Save Out Ferriby Action Group’
(iv)The Parish Council considered the letter received from South Cave Social & Recreational Committee relating to the Town Hall usage. The Parish Council requested the item be placed on January 2014 agenda for discussion with further information relating to insurance, risk assessments and health & safety.

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Other Matters

- (i)The Parish Council received an update relating to Commuted Sums and requested Clerk investigate various developments which may have included Commuted Sums.
- (ii)The Parish Council noted the Cave Castle Hotel & Country Club Charity fun day 21st April 2013 and chose not to be present at this event.
- (iii)The Parish Council received an update from South Cave CE School relating to the Green School Project. It was also noted that the traffic problems at the entrance to Wadley Plump were increasing and the Parish Council requested Clerk to Contact the East Riding of Yorkshire Council to discuss potential improvements for traffic flow.
- (iv)The Parish Council noted the East Riding Voluntary and Community Sector Conference 2013.
- (v)The Parish Council noted Fire Service invite to ‘have your say in efficiency options’ and requested the Clerk establish if the options have a detrimental impact on South Cave. In the event of this, the item to be placed on a future Agenda for discussion.
- (vi)The Committee noted Christmas Dinner menu and arrangements were finalised.
- (vii)The Parish Council noted the planings availability from the East Riding of Yorkshire Council and requested planings be dropped at Bull Pasture and Water Lane, for improvements to Footpath number 7. Clerk to make arrangements for labour and equipment.

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Farmers Market

- (i)The Parish Council discussed the future of the Farmers Market and planned for 2014 as per Farmers Market Committee recommendation minute reference FMC 157. The Parish Council considered the current position of the Farmers Market and noted the financial income over expenditure. The Clerk provided the Parish Council with letters of support for the Market and the request to continue. The Parish Council requested the Farmers Market continue into 2014 and the matter be reviewed on a monthly basis, The Clerk to arrange a Market Traders meeting after the Market in January 2014 to raise ideas or concerns for the future of the Market.

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Finance

- (i)The Parish Council deferred the discussion of the purchase of additional desktop computer for front office until the January 2014 Full Council Meeting.
- (ii)The Parish Council noted the funds raised amount donated to Hull Animal Welfare of £34.88.
- (iii)To resolve that the Council in accordance with its power under S137 & 139 of the Local Government Act 1972 should incur the following expenditure which, in the opinion of the Council, is in the interests of the area, or its inhabitants and will benefit them in a manner commensurate with the expenditure:
 Donation to the Royal British Legion for the laying of a Parish Council wreath at the Remembrance Service
 Proposed Cllr L. Turner, Seconded Cllr Lenton, All in favour
- (iv)The Parish Council approved the following items for payment for November 2013

Chq No	Payee	Description	£
104589	Royal British legion	Remembrance wreath	50.00
104590	C Langley	Farmers Market	100.00
104591	D Stride	Allotment Entrance maintenance	45.00
104592	D Stride	Newsletter Distribution	150.00

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104593	Supplies	Stationary	8.58
104594	Supplies	Stationary	54.38
104595	Supplies	Stationary	3.54
104596	East Riding of Yorkshire Council	Street Lighting	1240.36
104597	A Gratton	Cenotaph Laurels maintenance	230.00
104598	ROSPA	Playpark inspection	106.80
104599	Supplies	Stationary	0.34
104600	D Ellerker	Footway Sweeper	880.00
104601	South Cave Parish Council	Petty Cash	60.00
104602	HMRC	PAYE	658.42
104603	Aviva	Insurance refund - cancelled cheque 104541	2788.00
104804	CIT vendor finance	Photocopier	524.06
104805	J Ellerker	Grass Cutting Services	165.00
104806	Market Weighton United Charities	Allotment Rental	2000.00
DD/SO	Gas	October	149.00

Cllr Munby proposed that these items be paid on the grounds of sound financial management of the Council, seconded Cllr Kingdom, All in favour.

59901113 **Finance - Confidential Matters**

The Parish Council may exercise their right to exclude the public and press by resolution from a closed meeting due to the confidential nature to be discussed pursuant to section 1(2) of the Public Bodies (Admission to Meetings) Act 1960.

(i)The Parish Council noted the following items be paid on the grounds of sound financial management of the Council

Salaries	1803.84
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Cllr Munby proposed that these items be paid on the grounds of sound financial management of the Council, seconded Cllr Kingdom, All in favour.

59911113 The Council noted the date of the next Parish Council Meeting - Monday 16th December 2013.

.....Chairman

.....Date

Appendix 1
13/03446/OUT 24 dwellings North of the Stray.

Following it's meeting of the 18/11/13 The Parish Council has resolved to recommend refusal of this application for the following reasons.

Observations

- 1) The following documents that we understand are required were not submitted by the applicant
 - a) traffic assessment
 - b) travel plan

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- c) Statement of local need
- 2) The application form states the proposed use is not sensitive to contamination which appears incorrect. Housing is a sensitive use.

Summary

- 3) There are two strands to the Parish Council's objections,
- 4) firstly on Policy grounds
 - a) Although the land falls within the expired Beverley Borough Local Plan Development Limits the recent work on the East Riding Local Plan has progressed and omits this site from the allocations and redraws the development limits boundary to exclude the site
 - b) the JSP policies DS4 and H7 are still extant and only allow for limited scale sites of 5 or less dwellings with a presumption of fulfilling local needs. The site is a major site and no evidence of local need has been offered
 - c) The applicant's assertion that a lack of 5 year housing supply means any development should be approved is not supported by a raft of National Planning Policy Framework 2012 (NPPF) paragraphs. NPPF supports **sustainable** development and applications still have to be determined in accordance with the Development Plan unless material Considerations indicate otherwise and we cite in discussing the NPPF the unsustainable nature of the site in accessing jobs, leisure or local services by the private car due to its location and arrangement with the rest of the village. We set out an increase in commuting traffic, additional pressures on the infrastructure such as drainage, additional pressures on oversubscribed doctors, schools, dentists We discuss the impact on the overstressed drainage capacity and infrastructure and the flood impact on areas downstream of the application site
 - d) All of these impacts significantly and demonstrably outweigh the benefits to the village of obtaining 4 affordable houses (if they are ever built - we cite the experience where despite provisions being made for affordable housing in extant policy, no such provision has been forthcoming in the substantial housing development in South Cave)
 - e) In this case again the Beverley Local Plan is out of date but the JSP is not and should be accorded full weight. The application site is not sustainable in the context of NPPF or the JSP and is directly contrary to DS4 and H7. we also set out a response to NPPF core planning principles on sustainable development arguing that South Cave is merely a commuter village and development adds to the carbon footprint with poor public transport with no likelihood of improvement. access to public transport is too far by foot and walking to most of the local facilities is impracticable to all but the young, fit and healthy.
 - f) We provide evidence of the overlong bus journeys to centres of work and retail or the Secondary School.
- 5) Secondly, on the application itself
 - a) We set out the issues of local traffic and access including access via poorly constructed sub standard junctions. The impact of additional hotspots on the main crossroads and narrow road to the School, doctors and amenities. Cars are needed to travel to work, for leisure, comparison shopping and to use local services.
 - b) the Access to a poor bus service is discussed with the site being over twice the recommended distance from a bus stop
 - c) We also set out the over long distances involved in typical walking journeys to facilities, especially with young children
 - d) We set out the already inadequate drainage and surcharging sewers to which this development will place further stress.

- e) We point out the flooding from the fields above the proposed site and the impact on the site on property further downstream in flood zone 3
 - f) The lack of provision of adequate children's play space within the application is discussed and the Parish would vigorously oppose any commuted sum in lieu of Children's play area. We may support a commuted sum on sports provision, but this would need further discussion.
- 6) other concerns were also raised concerning the need to screen the northern boundary, the impact on existing infrastructure including access to Doctors (with appointments at Brough to cope)
- 7) Following the felling of eight mature trees on another nearby site the Council is strongly urged to place Tree Preservation Orders on all the trees on this site as a matter of urgency.

The Issues on Policy Grounds

8) Development Boundary

- a) Applicant states the land is within current allocations and within the development Boundary. The site is included in the allocations on the basis of a 30yr appeal which although allowed on the grounds of the urgent need for housing remains to be developed.
- b) Within the consultations on the new Local Plan this site is rejected and the development boundary has been redrawn to exclude the site and the Parish Council has been supportive of this measure.

9) Existing local plans

- a) The applicant while quoting the JSP in support fails also to mention policies DS4 and H7
- b) DS4 allows for only limited development to take place to meet local need H7 provides particularly for affordable housing in rural areas below that of DS3 level settlements. The Council's owned Preferred Options document considered the meaning of "limited scale" for the purposes of Policy DS4 of the JSP and it determined that "limited scale" meant 5 or less dwellings.
- c) ERYC has withdrawn the dispensation to developers on providing evidence on local need and the applicants have not provided any such evidence.
- d) The principle of allowing 24 new dwellings in this rural village location below the level of DS3 Local Service Centre is a strategic allocation which conflicts with the JSP policy DS4, and H7.

10) National Planning Policy Framework 2012 (NPPF)

- a) The NPPF is a material consideration in planning decisions. NPPF Para 11 maintains that applications shall be determined in accordance with the development plan unless material considerations indicate otherwise. Para 14 gives a presumption in favour of **sustainable development**, and where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless: any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole; or specific policies indicate development should be restricted.
- b) NPPF goes on at Para 49 to state relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites. This is part of the applicant's case.
- c) Whilst the saved policies of the Local Plan, which allocated the site, are out-of-date, the saved policies DS4 and H7 of the JSP June 2005 remain relevant and should be accorded appropriate weight.
- d) NPPF makes a number of general statements among which the following are pertinent to the Application;
 - i) *Para 7 supporting strong, vibrant and healthy communities, by providing the supply of **housing required to meet the needs** of present and future generations; with accessible local services that **reflect the community's needs**; 24 more commuter*

dwellings are not needed, whilst some affordable homes may well be required. In recent history it should be noted that no development in South Cave has produced any affordable housing for the local community.

- ii) *Use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including **moving to a low carbon economy**.* The development will generate 50 cars with an average of 23 km commuting trips plus school, shopping and leisure trips in cars. There is no alternative as the bus service is rated as poor in terms of frequency of service and destination.
 - iii) Para. 10. *Decisions **need to take local circumstances into account**, so that they respond to the different opportunities for achieving sustainable development in different areas.* The local circumstances are; an increase in commuting traffic, additional pressures on the infrastructure such as drainage, additional pressures on oversubscribed doctors, schools, dentists, and a range of more sustainable strategic locations in which to build if a 5 year supply is not currently met;
 - iv) Para 12. *The NPPF does not change the statutory status of the development plan as the starting point for decision making. Proposed development that accords with an up-to-date Local Plan should be approved and proposed development that conflicts should be refused unless other material considerations indicate otherwise.* The Beverley Plan which allocated the site is not up to date having expired in 1996 and is superseded by the saved policies of the JSP which are current and indicate a refusal and should take precedence.
 - v) For **decision-taking** this means: *Unless material considerations indicate otherwise approving development proposals that accord with the development plan without delay; and where the development plan is absent, silent or relevant policies are out of date, granting permission unless: any adverse impacts of doing so would significantly and demonstrably outweigh the benefits.* In this case again the Beverley Local Plan is out of date but the JSP is not and should be accorded full weight. The application site is not sustainable in the context of NPPF or the JSP and is directly contrary to DS4 and H7.
 - vi) Para 15 *All plans should be based upon and reflect the presumption in favour of sustainable development, with clear policies that will guide how the presumption should be applied locally.* The only clear policy with effect is the saved policies of the JSP which indicates a presumption in favour in the core city peripheral areas and towns. It clearly excludes large scale development in DS4 villages such as South Cave and Council policy documents are consistent in small scale meaning 5 dwellings or less
- e) Core planning principles which indicate refusal:
- i) *Take account of the different roles and character of different areas, Recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it;* South Cave's role is now a commuter village in a rural setting and is not suitable for further development which continues to swamp the character of the village.
 - ii) *Support the transition to a low carbon future in a changing climate, taking full account of flood risk* This development adds to the carbon footprint considerably and drainage will discharge into a drainage system through a flood zone 3 which increases the risk of flooding. The land above at a 1:100 slope floods onto the site
 - iii) *Contribute to conserving and enhancing the natural environment and reducing pollution.* Again pollution from 40-50 commuting cars is contrary to this policy, strain on a drainage system which is instated in the Council's infrastructure report, to be up to capacity.

- iv) *Encourage multiple benefits from the use of land in urban and rural areas, recognising that some open land can perform many functions (such as for wildlife, recreation, flood risk mitigation, carbon storage, or food production);* The open land part of this application has an important role in bringing green space and wildlife down to the edge of the Conservation Area, the heart of the village, and creates a pastoral setting with green space, a key characteristic in the conservation appraisal, and even to the more modern developments either side.
 - v) *Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable;* South Cave's location next to the main trunk road is very suitable for private motor car commuting, however it is unsuitable for walking and cycling to Brough the nearest service centre and elsewhere. Public transport is assessed on the TRICS scale of accessibility as poor at one service per hour (good being 6-11 service per hour) and is not conducive to encouraging residents to use the bus instead of car and is unsustainable and cannot, with the housing densities that exist in the village, be made to be sustainable. The local bus company East Yorkshire stated at the last Annual Meeting of the Parish, that they can only make sustainable trips to the City Centre as out of town developments, for example Melton do not generate enough trips to make them sustainable. Although there is a school bus to the local secondary school at South Hunsley, all out of school activities require parents to use the car. All comparison shopping and even supermarket shopping, leisure activities and work all require the use of a car. The Inspector, in considering an appeal at Water Lane, South Cave (Appeal ref nr APP/E2001/A/02/1097297) while unfortunately in a different policy context importantly found that South Cave was not a sustainable location for a large development due to the over-reliance on the private motor vehicle.
 - vi) *Para 18 states The Government is committed to securing a low carbon future and Para 30 states that encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans (and therefore decisions), authorities should support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.* This development adds considerably to long distance commuting by private car, does not have access to a sustainable mode of transport with TRICS rated poor bus services, declining subsidies and with a housing density which will not allow bus services to become sustainable
- f) We would like to highlight a number of paragraphs regarding sustainable travel which are;
- i) *Para 32. All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether: the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure; safe and suitable access to the site can be achieved for all people; and improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.* The recent history of the village is one of relentless cumulative housing development with no apparent benefit and increasing reliance on unsustainable transport.
 - ii) *Para 34. Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.* As discussed South Cave cannot come near to maximising sustainable modes even within the village

- iii) *Para 35. Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to:*
- (1) give priority to pedestrian and cycle movements, and have access to high quality public transport facilities; As discussed access to public transport is too far and walking to most of the local facilities is impracticable to all but the young fit and healthy.*
 - (2) create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians;*
 - (3) incorporate facilities for charging plug-in and other ultra-low emission vehicles; and*
 - (4) Consider the needs of people with disabilities by all modes of transport.*
- iv) *Para 36. A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan.*
- g) The applicant has not provided a Transport Statement and Travel Plan both of which are required however a few examples follow (using transport direct web site);
- i) it takes 1 hr 38mins by 2 buses and train to get to County Hall Beverley for just past 9am and leaving at 5pm it takes 1 train and 1 bus 1 hour 49 mins.
 - ii) For Hull City Centre it's slightly better at 1 hour 8 min but you need to leave home early if you work from 9am as the bus arrives at 9.05am at the station, without allowance for walking distance so you need to leave at 7.23am, a total of 1hr 37 mins. This is compared with a car journey of 21 mins (not including the inevitable delays)
 - iii) If you work outside of the City Centre it's another bus and a start at 7.15am. If you work in Sutton Fields a major employment zone in Hull say Malmo Road this takes 1 hr 21mins and two buses compared with a car journey of 32 mins.
 - iv) Travelling to Melton which is zoned for employment, (however most available jobs are likely to be mainly incompatible with being able to afford to live in South Cave), to get there by 9am only takes 54 mins with 1 bus and two walks over ten minutes compared by 12 mins in a car. Leaving at 5pm means a wait of 47 mins and a journey time of 36 mins.
 - v) To attend an event at South Hunsley School (the nearest secondary school) at 5pm takes 32 mins on one bus if the meeting/event takes one hour then there is a 19 min wait prior to a 36 min journey back totalling 55 mins, compared to 14 mins in a car.
- h) *Para 38. For larger scale residential developments in particular, planning policies should promote a mix of uses in order to provide opportunities to undertake day-to-day activities including work on site. Where practical, particularly within large-scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties.* This site falls within the definition of a large development. Using transport direct web site, from the site entrance of the development;
- i) It will take a fit healthy adult 22 mins to walk to and from the School at an average pace and nearer 44 mins at slow pace with a child.
 - ii) To access the only food shop at Pinfold and allow 30mins to shop, 15 min walk to the bus stop, the first available bus arrives nearby the shop no earlier than 11.02am (to catch a bus to arrive after the shop opens at 9am without waiting for an hour and a half for a bus) however one would be obliged then to wait a further 2 hours before a return journey of 19 mins. The walk is in excess of 30mins at normal pace and 60 mins at a slow pace for a mother and toddler. There is no mixed use proposed for work on site and shops are outside the walking parameters.

The Issues on the application

11) Access and sustainable transport and movement.

- a) The plan shows a connection into the existing cul-de-sac, to be accessed via The Stray, Little Wold Lane and Beverley Road
- b) The road junction from Little Wold Lane onto The Stray is tight and blind and not suitable for further traffic without improvement.
- c) The site access would need to be via the Little Wold Lane junction with Beverley Road which is substandard (and was at the time of installation) ERYC Highways development have previously stated in considering the major development on land West of Little Wold Lane that they could not support the further development without this junction being improved. This vision splay is not in Local authority or the applicant's control. We understand the same may be the case over the access from the site to the cul-de-sac.
- d) Local traffic would be considerably increased. The small quiet Cul De Sac from which access will be gained will be severely disrupted and disturb the quiet enjoyment of the area. Beverley Road, is narrow and dangerous, The A1034 cross roads is already busy, especially at peak times. Church Street and West End are narrow and busy with numerous accidents, which is the only route to the amenities.
- e) The location and lack of accessibility of South Cave to jobs, shops and services means that reliance is placed on the private car and the potential for improving the situation is minimal. Cars are needed to travel to work, for leisure, comparison shopping and to use local services.
- f) Bus services as discussed above are inadequate to promote sustainable transport and carbon reduction for the purposes of travelling to work and is non-existent for social interaction. The site cannot achieve the Highways Design Guidance recommended 400m distance to the nearest bus stop, which is as close to the Market Place crossroads as is practicable. Due to the need to go around the Stray and down Beverley Road, the site entrance is 1.1km away. Even if a pedestrian walk was included through another application site submitted further to the South of the Stray (as suggested by this Parish although none is proposed) it still could only achieve 0.74km.
- g) This site is a considerable distance to the surgery (2.96km), playing fields, school and nearest LEAP provision (1.76km) and the local small supermarket (2.47km). The King George playing field which is the nearest provision of a very modest playing field is 1.57km away.

12) Flooding and drainage

- a) Foul sewerage is to be discharged into the mains i.e. The Stray, which itself is discharged into Little Wold Lane and Beverley Road.
- b) Disposal of Surface water is indicated as soakaways. A sustainable urban drainage solution is required for a scheme of this size to counter the known inadequacies of The Stray soakaways and to prevent any further strain on the system.
- c) The applicant's Flood assessment indicates the development will not affect flood risk elsewhere.
- d) The sewers are unable to cope and surcharge during heavy rain. The additional sewerage discharged from the development and surcharging into the beck at Beverley Road and further down Market Place and Church Street at times of heavy rain will increase the contamination that occurs. The additional surface water drainage surcharging from soakaways will also drain down over lower properties and eventually into the beck and affect the flood zone 3 downstream. YW have already stated the system is at capacity. The cost of adding further infrastructure is substantial (Circa £1m for drainage), and no such provision has been made nor any plans proposed;
- e) The latest solution by Yorkshire Water to replace the drainage system in Beverley Road with a holding reservoir has not solved the problems of the surcharging of effluent into the beck on Beverley Road and further down the system and does not meet the one event in 30 year rule. The

South Cave Parish Council

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current system is inadequate and the Authority, as recommended in good practice guidance must insist Yorkshire Water prove, beyond all reasonable doubt that the sewers have the capacity for their entire length.

- f) The run off from land above the site at Trancladales is greater than 1:100 slope and floods over the site during heavy rain. The applicants flood risk assessment does not deal with this issue. We understand from residents the water runs along the eastern boundary and collects at the lower part of the field before overtopping and flooding into The Stray. Photos can be provided to show the affect.

13) Open play space provision

- a) There is SPG requirement to provide Open Play Space (OPS) on sites of 10 dwellings or more than 0.4 hectares. The total Open Play Space requirement per dwelling within the adopted SPG on new developments exceeding the size threshold is 58.5 sq. m. per dwelling This comprises of:-
 - (i) A Children's element of OPS at a rate of 19.5 sq. m per dwelling.
 - (ii) The outdoor sport element of OPS at a rate of 39 sq. m per dwelling.
- b) The application site is 24 dwellings and will therefore require 468 sqm children's play area and 936 outdoor sport = 1.404ha of open space. The development cannot provide the sports space which could be commuted sum; however the development should not add to the pressure on Children's play space due to the shortfall of play space in the immediate local area. Apart from a very small children's play area in Trinity Fold, there is no children's play space provided east of Market place despite the amount of housing development that has taken place. Therefore all of the Children's space requirement as set out in the SPG should be provided on site. A commuted sum to reduce children's play space is not appropriate in this case.
- c) The plan although indicative shows a very small space wedged into a corner contrary to good design which is unacceptable
- d) The village is already suffering from the lack of open space by having less than one third of the required space for the general population of South Cave any Commuted sum should be sufficient to buy appropriate land elsewhere in the village to meet the requirement.

14) Other concerns

- a) The site is on a prominent location as seen from the main southbound A1034 approach road and any upper stories and roofs will intrude into the rural skyline, (whatever the design), If approved this should be heavily screened.
- b) The capacity of existing infrastructure, including other utilities and social infrastructure to absorb further development has already been reached.
- c) The doctors and dental surgeries are already oversubscribed. To obtain a GP appointment it is already necessary to travel (by car) to Brough. The dental practice already inadequately housed and full, will need new facilities to cope with extra demands.