

Application No: 2015/93824

Type of application: 60m - OUTLINE APPLICATION

Proposal: Outline application for erection of 56 dwellings and care home with associated car parking

Location: Former Midlothian Garage, New Mill Road, Holmfirth, HD9 7LN

Grid Ref: 414828.0 409274.0

Ward: Holme Valley South Ward

Applicant: Rob Cooke, Prospect Estates Ltd

Agent: John Crompton, LOROC Architects

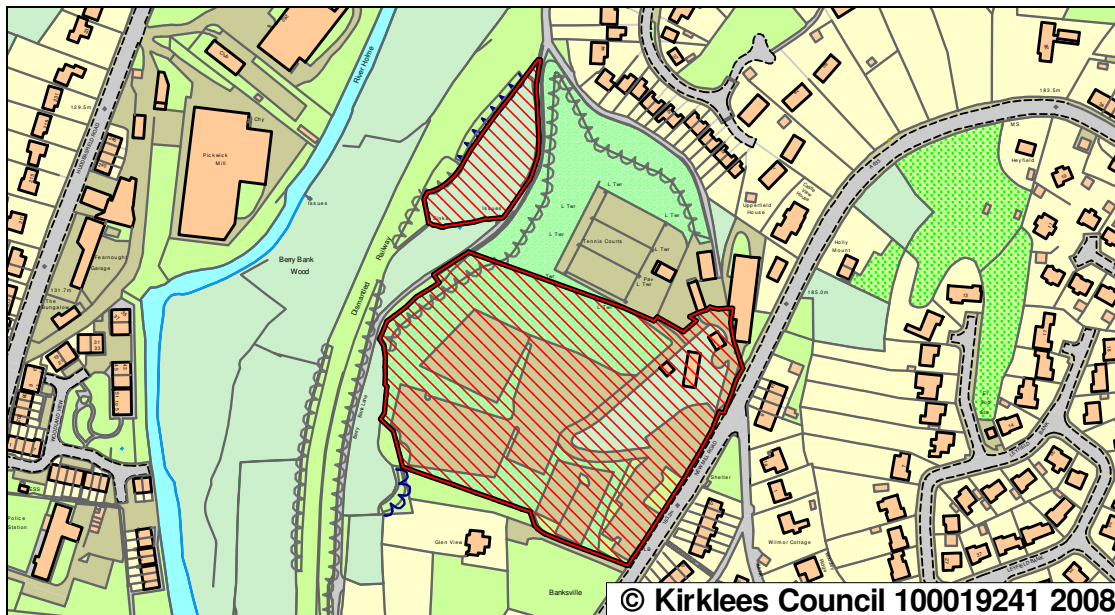
Target Date: 01-Mar-2016

**Recommendation: OASD - CONDITIONAL OUTLINE APPROVAL
SUBJECT TO DELEGATION TO OFFICERS**

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<http://www.kirklees.gov.uk/beta/planning-applications/pdf/public-speaking-committee.pdf>

LOCATION PLAN



Map not to scale – for identification purposes only

1. SUMMARY OF APPLICATION

Application Details	
Type of Development	Housing and Care Home
Scale of Development	2.25 ha
No. Jobs Created or Retained	N/a
Policy	
UDP allocation	Unallocated land
Independent Viability Required	Yes
Representation/Consultation	
Individual Support (No.)	2
Individual Objection (No.)	8
Petition	.
Ward Member Interest	No
Statutory Consultee Objections	No
Contributions	
• <i>Affordable Housing</i>	6 no 2 bed units – (11% of gross floor area)
• <i>Education</i>	Not required
• <i>Public Open Space</i>	Proposed adjacent to site. Off-site contribution of £144,000 requested in lieu of full provision on site
• <i>Other</i>	
Other Issues	
Any Council Interest?	No
Planning Pre-application advice?	Yes
Pre-App Consultation Undertaken?	Yes
Comment on Application	<p>The application delivers residential development on a brown field site. Access arrangements are satisfactory and a total of 6 no 2 bed dwellings are offered as affordable housing, as well as open space within the site.</p> <p>A grant of outline permission is recommended, subject to delegating authority to Officers to secure a Section 106 obligation and the satisfactory resolution of flood risk and drainage considerations and completion of the gas monitoring tests.</p>

RECOMMENDATION:

Grant conditional outline planning permission subject to delegation of authority to Officers to:

- i. **Secure a S106 obligation for the provision of affordable housing and public open space as part of the development**
- ii. **Consider an amended Flood Risk Assessment and indicative drainage layout and if appropriate add conditions**

- iii. **Consider the results of gas monitoring and if appropriate add conditions**
- iv. **To impose all necessary and reasonable conditions and**
- v. **Subject to there being no material change in circumstances, issue the decision**

2. INFORMATION

This application is brought to Strategic Planning Committee in accordance with the Councils agreed scheme of delegated authority as the development proposed is a mixed use including more than 50 residential units on a site in excess of 0.5ha.

3. PROPOSAL/SITE DESCRIPTION

Site Description

The application site comprises an area of 2.25 ha and is located on the western side of New Mill Road, Holmfirth. The site is now vacant having formerly accommodated Midlothian garage.

On the opposite side of New Mill Road are residential properties and there is a large detached dwelling located to the south. To the north is a tennis club, and a number of small business units, these are accessed off Berry Bank which is also a public footpath. To the west of the site is the former railway line.

The site is split into 2 parts; to the New Mill Road frontage there is a hard standing area that is in unkempt condition. This area is used informally for parking, but is privately owned land. There is an existing point of access that serves this area and then drops down steeply into the rear part of the site which is the much larger area, formerly occupied by the garage buildings. Vehicle access to this area is restricted by barriers and earth mounding. The site comprises rough hardstanding for the most part and is overgrown and unkempt. There are a substantial number of trees within the site, including a wooded embankment central to the site and wooded areas along the western boundary, down towards the former railway line.

As part of the application site there is an adjacent area of open land to the north, at a significantly lower level, adjacent to a public footpath and therefore accessible to potential future occupiers as well as footpath users.

With the exception of this area of open area, the site is clearly previously developed, brownfield land.

Proposal

The application seeks outline planning permission for the erection of 56 dwellings and care home. Access is applied for and this includes the reuse of

the existing access point to serve the entire site and the creation of a new separate access to the southern part of the frontage to serve the care home.

An illustrative layout is provided to show how 56 dwellings may be accommodated with a mix of detached, semi-detached and terraced properties. Along the New Mill Road frontage, to the north of the principal access, a terrace of 8 no dwellings is shown and to the south a care home with separate access.

The site area for the proposed care home is 0.13 ha and essentially forms a flat plateau, with an extremely steep retaining structure to the rear.

The existing wooded embankment areas are retained within the site.

4. BACKGROUND AND HISTORY

2011/93163 Erection of retail food store – Refused. Subsequent appeal dismissed.

5. PLANNING POLICY

Kirklees Unitary Development Plan

D2 – Unallocated land
BE1 – Design principles
BE2 – Quality of design
BE12 – Space about buildings
BE23 – Crime prevention
T10 – Highway safety
T19 – Parking standards
G6 – Land contamination
H1 – Meeting the housing needs of the district
H10 – Affordable housing
H18 – Provision of open space
NE9 – Retention of mature trees

National Planning Policy Framework

Part 4 Promoting sustainable transport
Part 6 Delivery of a wide choice of high quality homes
Part 7 Requiring good design
Part 8 Promoting healthy communities
Part 10 Meeting the challenge of climate change, flooding and coastal change
Part 11 Conserving and enhancing the natural environment

Other Policy

Supplementary Planning Document 2: Affordable Housing.
Council policy for education contributions generated by new development

6. CONSULTATIONS

KC Highways – No objections in principle, recommend conditions. Amended plans have been secured deleting a point of access to the northern part of the site. The internal layout will be considered in detail at reserved matters stage.

KC Environmental Health – Recommend the imposition of conditions in respect of decontamination and remediation. The results of the further gas monitoring will need to be considered prior to the grant of planning permission. The potential for noise mitigation measures to dwellings located adjacent to the boundary of the tennis club will also need to be considered.

KC Trees – No objections. The wooded areas retained within the site will need to be properly managed.

KC Ecology – Agree with the conclusions and recommendations in the ecology survey report. A biodiversity mitigation and enhancement plan should also be required.

KC Flood Management and Drainage – Further information is required in respect of existing drainage and surface water flood risk.

KC Strategic Housing – There is an identified need for affordable 1-2 bed housing within this part of the district. This is a brownfield site and accordingly the affordable housing requirement is 15% of the gross floor area. The applicant has offered a total of 6 type B houses which does not total 15%. If this level of affordable provision can be justified through the viability appraisal process then the affordable units should be secured as part of a Section 106 agreement.

KC Education Services – No financial contribution is required in this case

KC Parks and Recreation – The public open space is not part of the layout or directly linked. There does not appear to be a footpath from the development to the POS. The area of POS will remain as it presently thereby providing negligible enhancement to the development. It is therefore recommended that an off-site contribution be sought in lieu of provision on site. The care home would benefit from an associated garden area to the rear.

The Environment Agency – No objections

Yorkshire Water Authority – Recommend conditions in the event of approval.

The Coal Authority – No objection subject to imposition of an appropriate condition

Police Architectural Liaison Officer – No objection in principle to the development, however the mixed use and the complexities of the site,

especially levels differences, will need to be properly considered at reserved matters stage

7. REPRESENTATIONS

The application has been publicised by site notices and neighbour letters. 10 representations have been received.

7 letters of objection have been received, the main points of concern being:

1. The Care Home will cause problems of overlooking, and its siting isn't appropriate to serve the needs of any future residents.
2. No objections to the Care Home this will be a welcome addition to the area, concerns at the level and numbers of housing proposed.
3. The numbers of houses should be reduced to a maximum of 40 units and no houses should be built too close to the boundary of the tennis club.
4. Any houses along the New Mill Road frontage will invade the privacy of dwellings opposite.
5. Object to the permanent closure of a public footpath (NB the proposal doesn't affect or necessitate the closure or diversion of a public footpath).
6. Concerns about the impact the development will have on the amenities of the Berry Bank bridleway.
7. Local vehicles park on the site adjacent to the New Mill Road frontage, often there are up to 20 vehicles there. If these cars are displaced there will be a need to park in front of the dwellings along New Mill Road. This will cause highway problems and make access to the site more difficult. The scheme should retain or provide equivalent parking.

2 letters of support have been received which state that this is a good use of a brownfield site and that the proposal should be approved quickly as the site is currently an eyesore.

Cllr Nigel Patrick – Has been contacted by residents who park on this site, concerned at the loss of this parking and the potential impact on road safety. The previous Tesco application provided for residents parking, applicant should be requested to provide 20 no resident parking spaces. Would recommend the Committee undertake a site visit.

Holme Valley Parish Council – No views received.

8. ASSESSMENT

General principle:

The application site, with the exception of the area of open land to the north is considered to be previously developed, brownfield land.

The site is unallocated on the Councils Unitary Development Plan (UDP). Policy D2 of the UDP is relevant and states that *“planning permission for the development (including change of use) of land and buildings without specific notation on the proposals map, and not subject to specific policies in the plan, will be granted provided that the proposals do not prejudice [a specific set of considerations]”*.

The specific considerations are addressed in the assessment. Subject to these not being prejudiced the proposal is considered acceptable in principle having regard to policy D2.

In accordance with the NPPF, new housing will support growth and satisfy housing needs and thereby contribute to the building of a strong economy. There would be a social gain through the provision of new housing at a time of general shortage and the proposal will be subject to a requirement to provide an element of affordable housing which will be a positive component of the social role of the development.

The reuse of previously developed, brownfield land is in itself considered to be a sustainable. The site is considered to be in a sustainable location to accommodate new housing, within 1km of Holmfirth town centre with the services and facilities it provide and with access to public transport.

The principle of housing development on this site is therefore considered to accord with the sustainability principles of the NPPF.

Whilst layout is a matter reserved for subsequent consideration, the indicative layout shows how a development of 56 dwellings and a care home could be accommodated on the site, acknowledging the significant change in level from the New Mill Road frontage through the site to Berry Bank Lane to the west and the retention of significant areas of wooded embankment within the site and to the western and southern boundaries.

The indicative layout does not provide for public open space (POS) within the site itself. An area of informal POS is identified to the north of the site, accessible via existing public footpaths (HOL/50/30 & 80). Accepting that layout is indicative, the area of POS would not appear to be accessible from within the site and would remain essentially as is. KC Parks & Landscape consider that the POS provides negligible enhancement to the development proposed and therefore recommend that a contribution to improve existing POS off-site be sought in lieu of provision on site.

Affordable housing:

This is a brownfield site and accordingly the affordable housing requirement in accordance with UDP policy H10 and the Councils supplementary planning guidance is 15% of the gross floor area.

The applicant has offered a total of 6 type B houses which equates to 11% of gross floor area and the number of units proposed.

Viability:

The applicant has submitted a viability appraisal in support of the application, this has been assessed on behalf of the Council and its conclusions have been found to be sound. The site is previously developed with significant costs associated with groundworks and remediation. Nevertheless, with a level of developer profit of 20%, the revenue return is such that the development can still afford to provide 6 affordable properties.

KC Parks & Landscape recommend that a contribution to improve existing POS off-site be sought in lieu of provision on site. This however needs to be balanced against the wider viability considerations, the benefit of securing the 6 affordable properties and the benefit of recycling previously developed land to provide new housing at a time of general shortage, given that the Council does not have a 5 year supply of housing land.

It is considered that, on balance the benefits detailed above outweigh the potential harm arising from the lack of POS and therefore a contribution to improve existing POS off site should not be requested in this case.

Highway issues:

This is an outline application for the erection of 56 dwellings and a 65 bed care home with associated parking on the site of the former Midlothian Garage at New Mill Road in Holmfirth. This applicant wishes to determine the means of access into the development.

The site itself fronts New Mill Road which is the A635 and there are a number of existing vehicular access points into the site. There is an existing access road to the lower level of the site which has been previously used as a car park and vehicle storage area. On the northern boundary of the site there is a private access road know as Bank Berry Lane which is the primary access to a number of industrial units and tennis court. This route is also registered as a definitive footpath HOL/50/80 and on the north western boundary is another public bridleway HOL/50/30.

The upper level of the site is used for informal parking presumably by residents from the opposite side of New Mill Road and access is gained by a number of vehicle access crossings.

The applicant wishes to determine access and an indicative layout of the access to the residential developments and car park access to the care home are provided. The intention is to retain Bank Berry Lane and the new residential access will roughly follow the existing access road to the lower car park area.

In terms of existing road safety we have reviewed our accident data on this section of New Mill Road and there have been 3 recorded injury accidents in the last 14 years so it would appear that there are no underlying road safety issues in the immediate area.

The site and its previous use have established vehicular access to this site and although its current use will not have the traffic impact of the proposed development its past use must be considered. The application is supported by a Transport Statement (TS) prepared by Sanderson Associates which has been reviewed by the Highways Development Control Team. Following this review further information and amendments to the TS have been made and accepted, the highways impact of the development is now discussed as follows;

Layout

The applicant has submitted an amended plan which proposes two access points into the new development one to serve the care home and one to serve the residential development. The existing Bank Berry Lane access will remain open.

The layout indicates a visibility splay at the development access points to be 2.4metres x 58 metres for the care home access and 2.4 metres x 50.7 metres for the residential access road, these are in line with Manual for Streets standards. The visibility at the proposed access points into the development is below not what we would expect for a classified road. However as the applicant has submitted a speed survey which shows recorded speeds of traffic around the proposed junctions to support the MfS standard we would accept the proposed visibility splay on this occasion. In addition access into the existing car park and Bank Berry Lane has operated for a number of years apparently without any reported problems.

Although not for determination at this stage the design of the access road appears to conform to the Councils current design standards for adoption, so may support the quantum of development referred to in the supporting Transport Statement.

Traffic Generation

Following a recent Public Inquiry for development on this site the Planning Inspector indicated that the site was only moderately accessible to sustainable modes of transport and we have asked the applicant to provide a more robust assessment of the traffic impact of the development in terms of car trip generation.

The applicant has produced a sensitivity test using a higher trip generation rate than the assessment originally submitted to fully assess any potential impact the new junctions will have on New Mill Road. After reviewing the information we are satisfied that any traffic impact from the development can be accommodated within the surrounding highway network without any detrimental impact on highway capacity or road safety. The amended traffic generation information supplied indicates that there are likely to be an additional 45 two way movements in the morning peak hour and 52 two movements in the evening peak hour as a result of development. As new Mill Road has a two way vehicle movement of 723 vehicles this represents an increase in traffic flow of around 6%.

The existing traffic flow on New Mill Road is balanced in each direction during peak hours so the TS has assigned traffic movements accordingly. This equates to an average of 26 vehicles in either direction leaving or entering the development during its busiest peak hour which would not be discernible in the existing traffic flow.

In conclusion the access points into the proposed developments are to an acceptable design standard. The traffic impact from based on the size and type of development indicated can be accommodated within the current highway network.

Although this application is to determine access we would require standard highway conditions to be applied.

Impact on Amenity

The application site comprises cleared brownfield land, with areas of hardstanding, spoil and rubble evident within the site. It extends along the New Mill Road frontage and then steps down significantly to the west. These areas are in a neglected and unkempt condition. There are woodland areas within the site and to the western edge, extending down to the former railway line. These areas of woodland are to be retained as part of the development. The separate area to the north of the site identified as potential open space is essentially a small clearing within an existing woodland.

Development on the opposite side of New Mill Road is predominantly residential, mainly terraced dwellings and in an elevated position to the road. To the north there is a tennis club and small business units, to the south is a large detached dwelling and garden. As such the site is within a predominantly residential area; new residential development is consistent with and respects the prevailing character of the area.

Whilst the application is in outline, the applicant has submitted an illustrative layout showing how 56 dwellings may be accommodated with a mix of detached, semi-detached and terraced properties together with a care home building (indicatively shown to be 62 bed and being 3 no storeys in height). Across the developable areas of the site (i.e. excluding woodland areas and

open space) the proposed density is approx. 33 dwellings per ha which is a comparable density to residential areas opposite and to the north, and is considered to be acceptable. The scale of dwellings is envisaged to be 2 no storey, which again is considered to be acceptable, particularly with the majority of the site being at a considerably lower level than New Mill Road.

A terrace of dwellings is proposed to the north of the site access and a care home to the south. Whilst indicative, both are shown to be sited close to the back edge of pavement, creating a built frontage which is in character with and appropriate to the area. It is not considered that the use of the site as residential will have any adverse impact on residential amenities for neighbours, and that within the site there is sufficient opportunity to attenuate for potential noise from the tennis club, and adjust the layout to prevent any encroachment into the woodland areas, particularly that to the west.

Flood Risk & Drainage:

The application is supported by a flood risk assessment (FRA) and an indicative drainage layout.

The drainage strategy does not fully consider the potential use of sustainable urban drainage systems (SUDS) for the development proposed. The indicative drainage layout proposes surface water attenuation storage within the site through the use of oversize sewer pipes or box culverts with the controlled discharge of surface water to watercourse via an existing surface water drain.

KC Flood Risk & Drainage advise that the potential for use of SUDS should be fully considered first before moving onto attenuation storage as an alternative method.

The figures for discharge rates should be based on greenfield run off rates as a maximum rather than brownfield given that the site has been cleared for some time and has therefore lost its place in the drainage system. Existing connections have not been surveyed and therefore discharge rates could be less with greater attenuation required which will need to be accommodated within the layout. A drainage survey will therefore be required to inform the drainage strategy.

Further information is required in respect of existing drainage and surface water flood risk. The risk is identified in the FRA as low, however the risk is present and needs to be accommodated. KC Flood Risk & Drainage advise that the FRA should be expanded to consider existing topographical surveys, surface water flood risk maps and surface water flows within the wider catchment in order to establish where surface water travels and ponds, and to inform the layout and drainage strategy.

Site Remediation:

The site investigation undertaken by Eastwood & Partners dated December 2015 recommends that:

- A 600mm capping layer of inert soil is placed over made ground in all gardens and areas of soft landscaping
- Sulphate precautions are required where foundations will be in contact with made ground
- Further gas monitoring will be required to confirm the results of gas monitoring undertaken on the site.

KC Environmental Services recommend the imposition of conditions in respect of decontamination and remediation.

The results of the further gas monitoring will need to be considered prior to the grant of planning permission.

The potential for noise mitigation measures to dwellings located adjacent to the boundary of the tennis club will also need to be considered.

Ecology:

The habitat survey report includes a number of recommendations that will inform the extent and layout of development, in particular:

- Parts of the site within the area identified as habitat network should be retained as scrub habitat
- There should be no loss of lowland deciduous woodland (a habitat of principle importance).
- There should be a buffer around the lowland deciduous woodland which shall extend to at least the root zone for the trees present and preferably beyond to allow for a natural woodland edge.
- Further survey work should be undertaken including a breeding bird survey (Spring), botanical survey (Spring/Summer), bat activity survey (Summer).

In addition, a biodiversity mitigation and enhancement plan should also be required.

Given that the application is in outline with layout reserved, these are matters that can reasonably be dealt with either by condition or as part of the reserved matters submission.

Objections:

The objections received fall into three main categories:

The site is unsuitable for a Care Home, the scheme shows an excessive number of dwellings and along the New Mill frontage the development will result in an invasion of privacy for existing dwellings.

There is no objection in principle to a care home on this site as part of a comprehensive scheme for the redevelopment of the site and would be compatible with the surrounding area (other representations have raised no objection to the care home element of this scheme). Whilst there is an illustrative layout, only access is applied for at this time. However the density indicated is not excessive and is comparable to that of neighbouring residential areas.

With respect to privacy, the existing dwellings facing onto New Mill Road are in an elevated position to the site. The indicative layout shows minimum distances of 24-28m between the care home and the existing dwellings.

The scheme will displace parking from the site onto New Mill Road, resulting in traffic problems, along New Mill Road. Parking for neighbouring residents should be provided as part of this scheme.

The front part of the site is open and has been informally used for parking for a number of years. Setting aside a substantial area for parking (21 spaces have been mentioned) would reduce the number of dwellings and potential viability of the site. Highways have raised no objections to the scheme, and it is not considered that the provision of these parking spaces can be justified.

Concerns about the impact upon the neighbouring public right of way.

The neighbouring PROW is unaffected by the development.

Conclusion:

The development proposed would facilitate the redevelopment of previously developed brownfield land and deliver new residential development at a time of general housing need. The proposal is in outline with only access applied for. Amendments to the access arrangements have been secured which satisfactorily address initial concerns and the level of traffic generated can be satisfactorily accommodated by the surrounding road network.

The applicant has submitted a viability appraisal which has been independently assessed on behalf of the Council. An affordable provision of 6 no 2 bed affordable houses (11.5% of floorspace), together with the internal provision and maintenance of open space has been secured. Whilst the level of affordable provision is below the 15% policy requirement on a brownfield site, it is considered that on balance this offer is acceptable, and that weight

should be afforded to the delivery of affordable units rather than an off-site POS contribution.

As such a grant of outline permission is recommended with authority delegation to Officers to secure the signing of the Section 106 obligation, to consider the results of the additional gas monitoring that is underway and the updated Flood Risk Assessment and drainage strategy. This additional work will enable the imposition of any additional necessary conditions and inform any necessary changes to the indicative layout prior to any submission of Reserved Matters.

9. RECOMMENDATION

Grant conditional outline planning permission subject to delegation of authority to Officers to:

- i. Secure a S106 obligation for the provision of affordable housing and public open space as part of the development**
- ii. Consider an amended Flood Risk Assessment and indicative drainage layout and if appropriate add conditions**
- iii. Consider the results of gas monitoring and if appropriate add conditions**
- iv. To impose all necessary and reasonable conditions and**
- v. Subject to there being no material change in circumstances, issue the decision**

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

2. Plans and particulars of the reserved matters referred to in Condition 1 above, relating to the layout, scale, appearance, and the landscaping of the site, shall be submitted in writing to the Local Planning Authority and shall be carried out in full accordance with the approved plans.

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

4. The development hereby permitted shall be begun either before the expiration of two years from the final approval of reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

5. No development shall take place until full details of the junctions and associated highway works on New Mill Road have been submitted to and approved in writing by the Local Planning Authority. No building shall be occupied until the works to provide the junctions have been completed in accordance with the approved plans.

6. The buildings shall not be occupied until sightlines of 2.4 metres x 58 metres at the care home entrance and 2.4 metres x 50.7 metres at the residential access have been cleared of all obstructions to visibility exceeding 1 m in height above the level of the adjacent carriageway and these shall be retained free of any such obstruction throughout the lifetime of the development.

7. No part of the development shall be brought into use until the redundant vehicle crossing points from New Mill Road has been permanently closed and the footway reinstated and until the new access has been constructed and brought into use in accordance with details that have previously been approved in writing by the Local Planning Authority.

8. No development shall take place until a scheme detailing the proposed internal adoptable estate roads have been submitted to and approved in writing by the Local Planning Authority. The scheme shall include full sections, drainage works, street lighting, signing, surface finishes and the treatment of sight lines, together with an independent safety audit covering all aspects of work. Before any building is brought into use the scheme shall be completed in accordance with the scheme shown on approved plans and retained thereafter.

9. The development shall not be brought into use until a detailed drawing of the car park facilities for the approved development have been submitted and approved in writing by the Local Planning Authority. The approved car parks shall be surfaced and drained in accordance with the Communities and Local Government; and Environment Agencies 'Guidance on the permeable surfacing of front gardens (parking areas)' published 13th May 2009 (ISBN 9781409804864) as amended or superseded; and thereafter retained throughout the lifetime of the development.

10. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, (or any order revoking and re-enacting that order) any gates or barriers across the access to the care home car park shall be set back 5 metres from the back of the adopted footway and shall be hung as to only open inwards. So long as such gates or barriers are in position they shall be retained to only open inwards.

11. No development shall take place until details of storage and access for collection of wastes from the premises shall be submitted to and approved in writing by the Local Planning Authority. The works comprising the approved details shall be provided before the development is occupied and shall be so retained thereafter free of obstructions and available for storage throughout the lifetime of the development.

12. Development shall not commence until a scheme detailing measures to prevent mud and debris being brought from the site onto the public highway during construction works has been submitted to and approved in writing by

the Local Planning Authority. The approved scheme shall be implemented throughout the construction period.

13. Development shall not commence until a Phase II Intrusive Site Investigation Report has been submitted to and approved in writing by the local planning authority.

14. Development shall not commence until a Remediation Strategy has been submitted to and approved in writing by the local planning authority. The Remediation Strategy shall include a timetable for the implementation and completion of the approved remediation measures.

15. Remediation of the site shall be carried out and completed in accordance with the Remediation Strategy approved pursuant to condition 14. In the event that remediation is unable to proceed in accordance with the approved Remediation Strategy or contamination not previously considered [in either the Preliminary Risk Assessment or the Phase II Intrusive Site Investigation Report] is identified or encountered on site, all works on site (save for site investigation works) shall cease immediately and the local planning authority shall be notified in writing within 2 working days. Unless otherwise agreed in writing with the local planning authority, works shall not recommence until proposed revisions to the Remediation Strategy have been submitted to and approved in writing by the local planning authority. Remediation of the site shall thereafter be carried out in accordance with the approved revised Remediation Strategy.

16. Following completion of any measures identified in the approved Remediation Strategy or any approved revised Remediation Strategy a Validation Report shall be submitted to the local planning authority. Unless otherwise agreed in writing with the local planning authority, no part of the site shall be brought into use until such time as the remediation measures for the whole site have been completed in accordance with the approved Remediation Strategy or the approved revised Remediation Strategy and a Validation Report in respect of those remediation measures has been approved in writing by the local planning authority.

This recommendation is based on the following plans and specification

Plan Type	Reference	Version	Date Received
Location Plan	1447-01		01/12/15
Amended site plan	1447-02	C	26/2/16
Survey Plan	1447-102		01/12/15
Design and Access Statement			01/12/15
Flood Risk Assessment (Eastwoods and Ptnrs)	39141-001		01/12/15
Phase I and II Geo technical Report (Eastwoods and Ptnrs)	39141-001		01/12/15

Ecological Report	20151026 K874 LP		01/12/15
Extended phase 1 Habitat report	151047		01/12/15
Transport Assessment	9111/01/001final		26/01/16