

Consultee Comments for Planning Application 24/00454/STVAR

Application Summary

Application Number: 24/00454/STVAR

Address: Land South Of Long Lane Driffield East Riding Of Yorkshire YO25 5HF

Proposal: Variation of Condition 26 (approved plans) of planning permission 21/04057/STPLF (Erection of 200 dwellings and associated infrastructure, open space and landscaping) to allow a revised site layout, landscaping and plot numbers, substitution of house types for 80 dwellings from Barratt to David Wilson Homes and substitution of house types for Barratt

Case Officer: Mr Thomas Parker

Consultee Details

Name: . Countryside Access

Address: East Riding Of Yorkshire Council, County Hall, Cross Street Beverley, East Riding Of Yorkshire HU17 9BA

Email: Not Available

On Behalf Of: Public Rights Of Way And Countryside Access (PROW)

Comments

Thank you for the opportunity to comment on Planning Application Reference DC/24/00454/STVAR. Our records show that Driffield Bridleway Nos. 3 and 4 lie along the boundaries of the development area.

The Countryside Access Team have considered this application against their Rights of Way and Planning Guidance (2020v1)'. This document is available from officers, to support the applicant's understanding of the following comments and to assist in the highlighting of rights of way considerations within any amendment to this or any future applications.

As stated previously, The Countryside Access Team object to the application as it substantially deviates from the overall masterplan for the allocation.

When looking at the detail of the scheme, access is proposed from the phase north of Long Lane and from Cemetery Lane/Northfield Road with future links to the A614 to the north east. The masterplan for the allocation, as agreed, is that the single crossing of Long Lane, at the north west corner of this application, was to be an emergency crossing only once the phase 1 houses south of Long Lane had been linked by this development phase.

We request a condition that the agreed emergency access controls should be put into place as soon as those houses have the link through to Cemetery Lane/Northfield Road.

This required to limit the significant adverse impact on the public bridleway as the National Planning Policy Framework requires improvement and enhancement to the public rights of way network which this crossing goes against as it adds barriers to the use and enjoyment of the network.

Applicants should also note the following information:

The scale of the Definitive Map and the information contained within the accompanying statement make precise determination of the PROW lines extremely difficult. Applicants should satisfy themselves that they have determined this first prior to submitting an application. Applicants should not use the planning process to determine the width, status or precise route of a public right of way. It may be from time to time that during the application process, during construction, or post construction that evidence is presented to the authority that would suggest that any route incorporated within a development, or adjacent to a development site, is not on the correct line, even though the line on the Definitive Map might appear to be protected. The authority is legally bound to consider this evidence and it could lead to a situation, through no fault of the Planning or Highway Authority that a route is built upon, or obstructed by gardens or boundary walls. Applicants should be aware of this, and make all reasonable attempts to seek clarification of this prior to commencing development.

The granting of planning permission does not grant permission to obstruct a public right of way, and applicants should ensure that they have protected the line shown on the Definitive Map.

Interference or improvement of the surface of a public right of way requires the specific permission of the PROW section of the East Riding Council. Interference without permission constitutes an offence under the Highways Act.

Applicants should ensure that they have the necessary private vehicular rights to use the public right of way as driving a motor vehicle on a footpath, bridleway or restricted byway may constitute a criminal offence. The rights of way section reserve the right to have sight of this documentary evidence.