
Report of the Chief Planning Officer

CITY PLANS PANEL

Date: 13th August 2015

Subject: POSITION STATEMENT - Planning Application 15/01973/FU Development of 292 residential dwellings with open space and associated infrastructure on land east of Great North Road, Micklefield, Leeds

APPLICANT

Barratt Homes and
Persimmon Homes

DATE VALID

13th May 2015

TARGET DATE

12th August 2015

Electoral Wards Affected:

Kippax and Methley

☐ Yes Ward Members consulted
(referred to in report)

Specific Implications For:

Equality and Diversity ☐

Community Cohesion ☐

Narrowing the Gap ☐

RECOMMENDATION:

For Members to note the content of the report and presentation.

1.0 INTRODUCTION:

- 1.1 This full planning application is presented to Plans Panel due to the size and sensitivity of the proposals when considered in conjunction with the other components of the housing allocation, including an outline planning application for a housing development of circa 70 houses further north (13/02271/OT), given their overall significance to Micklefield. Application 13/02271/OT was previously presented to City Plans Panel on 11th June 2015 where Members agreed to defer and delegate approval to the Chief Planning Officer.
- 1.2 The application site is identified within the UDP Review as a Phase 3 allocated housing site under Policy H3-3A.32.

2.0 PROPOSAL:

- 2.1 This full planning application proposes the erection of a residential development of 292 residential dwellings with open space and associated infrastructure.
- 2.2 The application is accompanied by both an illustrative masterplan to show it accords with the wider development of the allocation, as well as a detailed layout and house types. Two accesses are to be taken from Great North Road for the northern and southern portions of the development. The northern portion of the development will contain an access connecting to the development to the north (subject to planning application 13/02271/OT). That development takes a principal access which has already been constructed by virtue of planning permission 12/00845/OT and reserved matters consent 12/05140/RM, for 10 dwellings and landscaping. That access will therefore also benefit the development proposed in this current application.
- 2.3 A number of planning obligations are required and so the development will be subject to a S106 agreement which is expected to provide for the following:
- Affordable Housing – 15% (with a 60% social rent and 40% submarket split)
 - Public open space on site.
 - Travel Plan including a monitoring fee of £3,455
 - Cycle facilities at Micklefield Station - £8,000
 - Residential Metrocards (Bus and Rail) at a cost of £605.00 per dwelling.
 - Employment and training initiatives (applies to the construction of the development).

3.0 SITE AND SURROUNDINGS:

- 3.1 The site is a greenfield site, allocated in the UDP Review for housing, under Policy H3-3A.32. The main settlement of Micklefield is located to the west of the site and the A1(M) is located further away to the east, beyond which is open countryside within the Green Belt. The site is divided into two parcels by a green wedge in a small valley of land running east – west across Great North Road.
- 3.2 The site is essentially grazing land and contains a small number of mature trees and some vegetation around the boundaries of the site, mainly located adjacent to the watercourse crossing the site, Sheep Dike. The site falls in a north-easterly direction towards Sheep Dike, as well as in a south-easterly direction, hence the flow of the watercourse. Beyond the site boundary, to the north-east of Sheep Dike, is a further narrow area of grassland, before reaching the landscaped bund and tree belt adjacent to the A1(M).

4.0 RELEVANT PLANNING HISTORY:

- 4.1 13/02271/OT - Development of circa 70 houses (to the north of the application site, but within the same housing allocation) – approval delegated to the Chief Planning Officer.
- 4.2 PREAPP/13/00924 – Residential development of 270 dwellings (relates to the site of this current application)

- 4.3 12/05140/RM - 10 houses with landscaping (to the north of the site, but within the same housing allocation) – Approved.
- 4.4 12/00845/OT - Outline application for residential development (to the north of the site, but within the same housing allocation) – Approved.

5.0 HISTORY OF NEGOTIATIONS:

- 5.1 The applicant undertook pre-application discussion with officers prior to submission of the application. Since submission of the application, Officers have also had briefing sessions with Ward Members, which have highlighted the importance of considering how the applications fit in with the whole of the allocation, ensuring an equitable approach to planning obligations and any infrastructure requirements.
- 5.2 Previously, the applicants carried out a consultation event in November 2013. In August 2014, consultation packs containing a covering letter, brochure, comment card and freepost reply envelope were posted to 335 homes and businesses close to the site.

6.0 PUBLIC/LOCAL RESPONSE:

- 6.1 11 site notices have been displayed, posted 22nd May 2015. The application has also been advertised in a local newspaper, published 28th May 2015.
- 6.2 One letter of representation has been received from Micklefied Parish Council, stating objection to the application on the following grounds:
- The planning framework has not been subject to input of agreement from the local community or the Parish Council.
 - Uncertainty over the ability to expand Micklefield Primary School.
 - Inadequate off-street car parking provision.
 - Lack of detail regarding building materials and thus no certainty as to how many dwellings will be constructed in natural Magnesian Limestone.
 - Two areas in one portion of the net development site act as natural water run off points when there are flash floods.
 - Loss of a one-off opportunity to widen Accommodation Road which runs around the rear of Garden Village.
 - The need for an additional housing type (bungalows).
 - Unacceptable plot boundaries with the Sheep Dike for plots 251-269.
 - Doubt as to the effectiveness of the off-site highway alterations to the junction of Church Lane and the A656 (Roman) Ridge Road.
 - Deficiencies in certain aspects of the housing design concept and layout.
 - Concern that Micklefield Station may move in the future and that the public transport availability is not as favourable as the applicant suggests.
 - Comment is also made that the Parish Council is not convinced that the proposed accesses are acceptable and wishes these to be thoroughly assessed by highways.
 - It is also noted that matters around foul sewage, surface water, and air quality need careful consideration.
 - The positive aspects of the application are also noted – the density of development is in keeping with the village, 15% provision of Affordable Housing is acceptable, there is no direct vehicular access from Garden Village, the retention of trees and

planting of hedgerows and the retention of the existing alignments of the public rights of way.

- 6.3 27 letters of objection have been received from local residents stating concern that:
- Question whether there is sufficient sewage capacity.
 - Question whether Sheep Dike can handle all of the additional surface water run-off.
 - Concern about the level of traffic that may be generated by the development.
 - It is noted that there are ongoing problems with the landfill site at the southern end of the village.
 - Concern about the poor accesses into and out of the village and their safety record.
 - Concern that the primary school will be unable to cope with the additional demand.
 - The doctors surgery is only a satellite and can only just cope at the current time.
 - Private access are also required in case of emergencies and it is questioned whether the emergency services have been consulted.
 - It is noted that Micklefield station may move in the future.
 - The number of houses in Micklefield will double if all of the housing allocations are developed.
- 6.4 3 letters of support have been submitted, stating support for the principle of development, subject to ensuring that existing accesses are maintained for existing properties.

7.0 CONSULTATION RESPONSES:

7.1 Statutory:

Highways: - It has long been noted that off-site highway works are required to improve the Church Lane / A656 junction and information has been submitted to demonstrate that an 'in highway' solution is feasible. Highway officers have also provided detailed comments in respect of the internal layout which, whilst acceptable in principle, requires some amendments and clarification to ensure that the layout is acceptable.

Highways England: - No objection.

Network Rail: - No objection. It is suggested that the development makes a contribution to enhancing cycling facilities at Micklefield Station at a cost of £8,000. It is also noted that any drainage solutions must take run off away from the railway.

Natural England: - Does not wish to comment in detail on this application.

Environment Agency: - No objections, subject to a condition that the development is carried out in accordance with the measures contained in the Flood Risk Assessment.

7.2 Non-statutory:

TravelWise Team: - Advice is provided on improving the Travel Plan. A monitoring fee of £3,455 is required.

West Yorkshire Combined Authority (WYCA): - Due to the size of the site, it is inevitable that parts of the site will be more accessible than others. It is noted that the relatively low frequency of bus services is offset by the rail connectivity. It is unlikely that a bus service at the service level set out in the Core Strategy could be sustained.

Advice is provided in relation to the Travel Plan and also amendments to the layout to maximise access to bus stops and also the rail station. Residential MetroCards (bus and rail zone 1-3) should be provided to future residents at a cost of £605.00 per dwelling. The request from Network Rail for cycle facilities is noted and supported.

Children's Services: - Consideration has been given to the feasibility of extending Micklefield Primary School. However, this matter would now be covered by CIL as off-site education contributions can no longer be paid for through a S106.

Affordable Housing: - The site falls within Affordable Housing Market Zone 2 where there is a requirement for 15% Affordable Housing, split 60% social rent and 40% submarket.

West Yorkshire Archaeology Service (WYAS): - It is recommended that a decision is deferred until an archaeological evaluation is carried out. A condition is otherwise recommended to secure this work if the Council is minded to approve the application.

Yorkshire Water: - No objections, subject to conditions not to build over existing sewers and to control foul and surface water drainage.

Flood Risk Management Team: - The use of infiltration drainage methods should be thoroughly investigated. It is also noted that the use of SUDs would be beneficial from a landscape and ecology perspective. Otherwise, the principles are acceptable subject to conditions.

Air Quality Management Team: - No objections – the proposals are not likely to have a significant air quality impact. However, it is recommended that electric vehicle charging points are included in the development.

Contaminated Land: - No objections, conditions recommended to ensure the site is suitable for use.

8.0 PLANNING POLICIES:

- 8.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications are determined in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan for Leeds currently comprises the Core Strategy (2014), saved policies within the Leeds Unitary Development Plan (Review 2006) and the Natural Resources and Waste Development Plan Document (2013). The Site Allocations Plan is emerging and is due to be deposited for Publication at the end of the Summer 2015.

Adopted Core Strategy:

- 8.2 The Core Strategy is the development plan for the whole of the Leeds district. The Core Strategy (CS) was Adopted in November 2014. The following CS policies are relevant:

Spatial policy 1	Location of development
Spatial policy 6	Housing requirement and allocation of housing land
Spatial policy 7	Distribution of housing land and allocations
Spatial policy 10	Green Belt
Spatial policy 11	Transport infrastructure investment priorities
Policy H1	Managed release of sites

Policy H3	Density of residential development
Policy H4	Housing mix
Policy H5	Affordable housing
Policy H8	Housing for independent living
Policy P9	Community facilities and other services
Policy P10	Design
Policy P12	Landscape
Policy T1	Transport Management
Policy T2	Accessibility requirements and new development
Policy G4	New Greenspace provision
Policy G8	Protection of species and habitats
Policy G9	Biodiversity improvements
Policy EN2	Sustainable design and construction
Policy EN5	Managing flood risk
Policy ID2	Planning obligations and developer contributions

Leeds Unitary Development Plan (UDP) Review:

8.3 The application site is identified within the UDP as a phase 3 housing site.

Under Policy H3-3A.32, 15.54 ha. of land is allocated for housing and local facilities between Old Micklefield/New Micklefield and the realigned A1, subject to:

- (i) Provision of extensive off-site foul drainage works and improvements to Sherburn-in-Elmet sewage treatment works, following the realignment of the A1 east of Micklefield;
- (ii) Provision of satisfactory access;
- (iii) An agreed planning framework which will determine the location of housing, greenspace, landscaping, local facilities and access points;
- (iv) Provision of an extension to the adjacent primary school, in accordance with policy A2(5) and a contribution towards the provision of additional secondary school facilities;
- (v) Provision of a green wedge between Old Micklefield and New Micklefield;
- (vi) The completion of the A1 realignment;
- (vii) Noise attenuation measures necessary to achieve satisfactory standards of residential amenity.
- (viii) Submission of a satisfactory flood risk assessment incorporating an appropriate drainage strategy.

The supporting text in the UDP Review goes on to say that ‘the development of this and the site South of Old Micklefield will result in the need for additional facilities at Micklefield Primary School [Policy A2(5) – *since deleted*] and for extensions at the existing secondary school. Developers of these sites will be expected to contribute towards these at a level proportionally related to the development opportunities available at each site.’

The text goes on to say that ‘Old and New Micklefield are separated by open countryside which provides a valuable visual feature and permits long distance views

over the countryside. This open aspect should be retained in the form of a green wedge between Old and New Micklefield.' This aspect is of particular importance to this application.

Other policies of relevance are:

Policy GP5	General planning considerations
Policy N5	Improving acquisition of greenspace
Policies N23/N25	Landscape design and boundary treatment
Policy N24	Development proposals abutting the Green Belt
Policy N29	Archaeology
Policy BD5	Design considerations for new build
Policy T7A	Cycle parking guidelines
Policy T24	Parking guidelines
Policy H3	Delivery of housing on allocated sites
Policy R2	Area based initiatives

Supplementary Planning Guidance / Documents:

- 8.4 SPG10 Sustainable Development Design Guide (adopted).
SPG13 Neighbourhoods for Living (adopted).
SPG22 Sustainable Urban Drainage (adopted).
SPD Street Design Guide (adopted).
SPD Designing for Community Safety (adopted).
SPD Travel Plans (adopted).
SPD Sustainable Design and Construction (adopted).

National Planning Guidance:

- 8.5 National Planning Policy Framework: Paragraph 49 requires that housing applications be considered in the context of the presumption in favour of sustainable development. 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.

9.0 MAIN ISSUES

1. Principle of development
2. Highway and access issues
3. Urban design and sustainability
4. Affordable Housing
5. Landscape design and visual impact
6. Drainage and flood risk
7. Impact on residential amenity
8. Education
9. Planning obligations

10.0 APPRAISAL

- 10.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that proposals be determined in accordance with the Development Plan unless material considerations indicate otherwise. Other material considerations include the National Planning Policy Framework, the requirement for a five year supply of housing and

matters relating to sustainability, highways, urban design, visual impact, housing issues, flood risk, residential amenity and Section 106 matters.

Principle of development

- 10.2 The site is a Phase 3 housing allocation in the UDPR and so the principle of bringing the site forward for residential development at this point in time is acceptable. UDPR Policy H3-3A.32 does not preclude applications for separate parcels of the allocation being submitted, approved and implemented in their own right. However, this is subject to any proposals having due regard to the deliverability of the remainder of the allocation. It is important that proposals demonstrate not merely that development does not prejudice delivery, but that it positively contributes to the ultimate solution.
- 10.3 In light of the above, subject to detailed layout and access arrangements, it is considered that the principle of development in this instance is acceptable.

Highway and access issues

Off-site highway issues

- 10.4 The site is proposed to take a principal access from Great North Road, which has already been constructed as part of the scheme to build 10 houses. Highways officers consider that the nature and design of that junction is sufficient to provide for the additional development proposed in this application. However, traffic exiting Micklefield is likely to do so from a limited number of junctions, particularly the junction of Church Lane and the A656 Barnsdale Road. Given the proportion of traffic assigned to the Church Lane/A656 junction and the sensitivity of the network in this location i.e. a high speed road with known recorded fatalities, highway officers considered that this junction should be upgraded to provide a ghost island right turn facility on the A656 and associated carriageway widening and to secure the appropriate visibility splays for the speed of traffic on Church Lane.
- 10.5 The applicant, together with the applicants for planning application 13/02771/FU have endeavoured to work together to promote a highway solution for improvements to the junction of Church Lane and Barnsdale Road (A646). Given the nature of the existing adopted highway boundaries, this has resulted in the need for a very detailed scheme to be drawn up which has taken some time.
- 10.6 Highway officers have noted the importance of a comprehensive approach being required to deal with the traffic impacts of the whole of the Phase 3 housing allocations in Micklefield (H3-3A-31 and H3-3A-32). The initial transport assessment, which although submitted in support of the current proposal, takes into account predicted traffic flows associated with future additional dwellings that could be provided on the remainder of the allocation (H3-3A-32), a total estimated yield of circa 400 dwellings. The assessment raised concerns that in the future assessment year of 2018, based on 400 dwellings, the Church Lane/A656 junction would be operating above the recommended threshold of 0.85 RFC (ratio flow to capacity). This excludes traffic generated by allocation H3-3A-31, which it is estimated could yield a further 150 dwellings. Given the proportion of traffic assigned to the Church Lane/A656 junction it was requested that the junction should be upgraded to provide a right turn lane, associated carriageway widening and improved junction visibility.
- 10.7 The revised assessment, which includes provision of a right turn lane at the Church Lane/A656 junction, is based on 550 dwellings (allocations H3-3A-31 and H3-3A-32), and indicates that in the future assessment year of 2020 the junction operates within recommended parameters with no significant queuing. The proposed improvements have been subject to design review and offer meaningful safety improvements over the existing junction arrangement. The Highway Authority is satisfied that the

proposed improvement works can be accommodated within the highway boundary and that there is sufficient scope to address any minor issues identified through the detailed design process.

- 10.8 The proposed junction improvements are considered sufficient at this point in time to accommodate predicted traffic flows at the Church Lane/A656 junction. However, with regard to bringing forward the South of Old Micklefield site (H3-3A-31), the UDPR site proposals identify the need for improvements to Church Lane, which remains an area for concern. Whilst the proposed junction improvements are sufficient to accommodate predicted traffic flows from both sites (H3-3A-31 and H3-3A-32), highway officers reserve the right to require the need for alignment improvements to Church Lane immediately east of the A656 should an application for H3-3A-31 be submitted. Whilst, the junction improvements are considered acceptable in highway terms, it is noted that the works have a significant impact on trees, discussed later in the report.
- 10.9 It is noted that a Grade II Listed mile stone is located in the verge of Barnsale Road, some way to the south of the junction with Barnsdale Road. The precise location and how this relates to the proposed highway works has been investigated and it is confirmed that the mile stone would be unaffected by the works.
- 10.10 In summary, the proposed highway works are considered sufficient to enable development of allocation H3-3A-32. The need for further enhancements associated with allocation H3-3A-31 will be reviewed at the relevant time. This highway solution and the approach to addressing these issues was accepted by City Plans Panel on application 13/02771/OT.

On site highway issues

- 10.11 The internal layout will be required to meet Street Design Guide parameters and shall be designed to an appropriate standard for the overall level of development proposed, taking into account future additional development of the remainder of the allocation (H3-3A.32). The internal access roads will need to extend to the site boundaries, enabling continuation of the access in to the adjoining site to the north. The development shall be built with a 20mph speed limit, with the cost of road markings, signage and appropriate Speed Limit Orders being fully funded by the developer. Highways officers have recently supplied detailed comments on the internal layout to the applicant. While the layout is acceptable in principle, there are some detailed amendments and clarifications that are required.

Accessibility

- 10.12 From an accessibility perspective, the site does not fully meet the Core Strategy Accessibility Standards. However, the land is allocated for housing under UDP Policy H3-3A.32 and Micklefield Train Station may provide alternatives to commuters other than the use of the private car. Bus stops in either direction are located within 100m of the site access (also within 400m of the centre of the site) but the services at these stops are infrequent – one an hour with an increase to two an hour in the AM and PM peaks. However, the site is also located within a short walk, approximately 950m, from Micklefield Train Station which provides three services per hour to Leeds City Centre with a journey time of approximately 20 minutes.
- 10.13 The site is located within the recommended distance to local primary school provision but exceeds the distance for secondary school provision. There are limited local services available within Micklefield - the site would be located within approximately 600m of the nearest convenience store and GP surgery. The convenience store also

provides a small range of other local services such as a cash machine, post box and dry cleaning service.

- 10.14 Officers have historically been in discussions with Metro (now the WYCA) regarding public transport enhancements as part of both this smaller application and the wider housing allocation. Arriva currently provide some low frequency services, the main service being the 402 providing an hourly service to Leeds via Garforth. However, in this instance, it is considered that any enhancements could be provided for via CIL.
- 10.15 It is noted that some letters of representation refer to the possible movement of Micklefield Station, further to the west and therefore further away from the proposed development. At the moment, plans for the electrification of the line are on hold and Network Rail and the WYCA are continuing to review the options for the east Leeds rail corridor generally. There is therefore no specific commitment to pursue proposals for a new station at Micklefield at this point in time.

Urban design and sustainability

- 10.16 The allocation masterplan indicates two accesses from Great North Road and a spine road running north to south through the site through each portion of the development. The connection to the development proposed to the north is in the correct location, though the internal layout differs somewhat in terms of street patterns, though this is not considered to be problematic. The layout indicates that all of the proposed dwellings would front onto the proposed streets, which is considered positive.
- 10.17 The submitted Design and Access Statement notes that the proposal is for 292 dwellings, equating to 34 dwellings per hectare (based on developable area only). The proposed houses are to be 2-3 storeys in height and will include a mixture of terraced, semi-detached and detached dwellings, comprising 2-5 bedroom properties. In design terms, the strategic form of development is considered to be generally acceptable, although two-storeys is considered to be most appropriate, particularly along the rural edge of the development and where there is an interface with existing houses.
- 10.18 A number of properties have a southerly orientation in order to make the most of solar gain and good daylighting. The submitted Design and Access Statement also states it is proposed to employ photovoltaic panels to assist in achieving a 10% reduction in energy demand and a 20% reduction in carbon emissions. These measures have the potential to minimise housing energy use and carbon dioxide emissions, regardless of specific house type design.
- 10.19 The sustainability appraisal also notes that the broader economic, social and environmental measures of sustainability have been considered by assessing the scheme against the 'Building for Life' criteria. The proposed development has the potential to support growth within the area by providing housing with accessible local services. The site is ideally located for access to a full range of sustainable transport options, from local services within easy walking and cycling distance to 'bike and rail' options for employment, leisure and retail opportunities beyond the immediate local area. A Travel Plan has been submitted in order to highlight and promote sustainable travel choices to future residents and reduce reliance on the car.
- 10.20 In relation to detailed design, officers are engaged in negotiations with the applicant in order to make the layout acceptable and to improve the quality of the proposed house designs. In terms of issues, the common themes are the lack of sufficient spaces between some dwellings – particularly areas where houses are separated by gaps of only 1m – 2m. Officers have advised that it may be better to conjoin some properties

to form terraces or semi-detached pairs where it is possible to achieve car parking to the side, as is common in traditional suburban layouts. There are also areas with long runs of frontage car parking, particularly on some affordable housing plots. Some frontage parking can be acceptable where it is broken down into smaller areas within a landscape setting and with some defensible space in front of the dwellings.

- 10.21 A number of dwellings appear to have inadequate garden areas in terms of depth, where the requirement is 10.5m. Whilst a degree of pragmatism can be taken where there are difficulties with topography or site features, the aim should be for compliance with policy. There are some garden areas which are substandard by virtue of the encroachment of garages from neighbouring properties, resulting in unusable areas. These can also increase the potential for neighbour disputes. The shapes of some garden areas are also unusable and/or the juxtaposition of buildings creates a poor outlook.
- 10.22 The applicant team comprises two house builders – Persimmon Homes and Barratt Homes. The layout plan indicates that Barratt Homes will be developing the area to the north of the proposed central greenspace, as well as 26 plots in the southernmost tip of the development. Persimmon will be developing the area to the south of the central greenspace – north and east of Garden Village.
- 10.23 Officers consider that there are key themes of issues which need to be addressed with regard to the individual house types:
- Clarity on the use of materials – i.e. stone, brick or render.
 - Consistency of window details within elevations and on particular house types.
 - Use of heads and cills on windows to ensure they are dressed properly.
 - Some properties have very large porch features which dominate the elevation, particularly where there are very modest or limited window openings.
 - Some roof pitches are very steep, with roof forms which dominate the house – there is also a context issue that needs to be considered in terms of the relationships between different roof forms in a single streetscene.
 - Conversely, some pitches are very shallow – again this needs consideration in context.
 - The eaves details are very ‘light’ on some houses, with very little overhang, if any. These would benefit from heavier eaves details.
- 10.24 It is noted that the Parish Council have provided detailed comments on the use and ratio of materials which they feel should be used in the development. At the time of writing, the applicants are working through the consultation responses and detailed design comments that officers have supplied.
- 10.25 **Do Members have any comments on the approach to the layout of the development and the design of the house types?**

Housing issues

- 10.26 The Core Strategy includes a number of policies which seek to ensure the efficient use of land for housing purposes, that the mix is appropriate to housing need and that provision is made for affordable housing.
- 10.27 Core Strategy policy H3 refers to the density of development. For a smaller settlement, such as Micklefield, the stated minimum density is 30 dwellings per hectare, subject to matters relating to townscape, character, design and highway capacity. In this instance, the application site is located in a housing allocation,

sandwiched between the edge of the settlement and the A1(M). Given the character of the village and nature of the site, a density of 34 dwellings per hectare (based on developable area only) is considered to accord with policy.

10.28 Core Strategy policy H4 refers to housing mix and sets targets for particular dwelling sizes. The policy is intended to set targets for the city as a whole and acknowledges that developments will need to respond to different site circumstances. In terms of the current layout, the mix is comprised of 18% x 2 bed properties, 49% x 3 bed properties and 33% x 4 bed properties. There are no one bed, 5 bed or larger properties. The applicant's position is that they have sought to provide a mix of housing from 2 bed through to 4 bed in size. Given the size of the scheme, they consider it appropriate to cater for the wider housing market in respect of delivering a significant proportion of 2, 3 and 4 bedroom homes. With specific regard to the local area and market, they have sought to provide a larger proportion of 3 bedroom homes. They argue that this will allow people to both upsize or downsize to meet their housing needs. The applicants also note that, together with 2 bedroom properties, two thirds of the scheme is available for first time buyers, including the affordable housing provision. Overall, the applicants consider that they provide a mix of homes that cover the needs from first time buyers through to family housing, whilst ensuring that the scheme is viable in respect of CIL, affordable housing, the off-site highways works and other S106 matters.

10.29 The affordable housing requirement in this part of the city is 15%, as set out in the Core Strategy. The proposed layout indicates 21 x 2 bed properties and 23 x 3 bed properties are to be used for affordable housing. The units would be split – 50% social rent and 50% sub market. The proposed development is therefore in accordance with policy in this regard and the delivery of affordable housing would be secured through the S106 agreement.

10.30 **Do Members have any comments on the housing mix and density proposed?**

Landscape design and visual impact

10.31 The application site relates to an area of land which currently has a rural appearance, but is sandwiched between the existing settlement of Micklefield and the A1(M). Whilst the site is largely grazing land, it does also include a small number of mature trees and some vegetation and hedgerows. The retention of these features wherever possible, as demonstrated on the current layout, is welcomed.

10.32 The proposal provides for a permanent buffer between the proposed dwellings and Sheep Dike. The buffer has a dual function of providing visual screening and habitat. This area is important in providing a biodiversity enhancement, particularly for Great Crested Newts and Water Voles. The land beyond Sheep Dike, between the site and the A1(M) is designated as Green Belt and would remain as open land. At the time of writing, the applicant is revising their layout to resolve the detailed relationship between the proposed houses, their respective private garden areas and the habitat buffer.

10.33 One tree proposed to be removed in the southern parcel of the development was initially identified as having Bat roost potential. Accordingly, a further Bat survey has recently been undertaken and submitted, which concludes that no Bat roosts were found in the surveyed tree and the risk of roosting at other times is assessed as low. Accordingly, no further survey of the tree is considered necessary before the tree is removed.

- 10.34 As discussed above, the proposed 'in highway' solution to the junction arrangement at Church Lane / Barnsdale Road results in a significant amount of tree loss (approximately 130 roadside trees). However, a highway solution to enable appropriate access will be required in any event in order to enable this allocated housing site to be developed. Given that the proposed highway works are necessary to enable the allocation to be developed, it is considered that the degree of tree loss must be accepted. However, a condition is suggested to require a mitigation scheme which would involve new tree planting – either in highway verges (where acceptable) or within open areas in the control of the applicant.
- 10.35 In terms of greenspace requirements, if the whole allocation was developed as expected, with approximately 400 dwellings, it would create a requirement for 3.2 hectares of greenspace overall. For a development of 292 houses, as per the current layout, Core Strategy policy G4 would require 2.33ha of greenspace. The current layout suggests that there is some deficiency in terms of quantum of greenspace and the applicant is currently looking to address this. It is also noted that the lack of children's play facilities in Micklefield may justify some provision in an appropriate location. A significant greenspace wedge in the centre of the development is proposed as part of this application. This is considered to be a reasonable focus for an area of significant greenspace and also a children's play area. The initial layout of the greenspace indicates play areas for a range of ages, as well as informal areas for general recreation.
- 10.36 **Do Members have any comments on the approach to greenspace and landscape issues?**

Drainage and flood risk

- 10.37 The application site largely falls within Flood Zone 1 (at lowest risk of flooding), although the areas immediately adjacent to Sheep Dike do fall with Flood Zones 2 and 3. Accordingly, the layout has been drawn up such that all of the housing development only takes place within the Zone 1 land. The Environment Agency has no objection to the proposals provided that the development is carried out in accordance with the Flood Risk Assessment and its recommended mitigation measures. These include limiting the surface water rate of runoff generated by the site so that it will not exceed the run-off from the undeveloped site and not increase the risk of flooding off-site. It is also stated that there must be no built development or ground raising within the Flood Zone 3 area of the site and that the finished floor levels of the dwellings must be no lower than 600mm above the adjacent bank level of Sheep Dike.

Impact on residential amenity

- 10.38 The proposed layout follows a logical form and generally ensures that back gardens back onto other back gardens. The layout indicates that the proposed dwellings will be located some 25m away from the rear elevations of existing properties on Great North Road and around Garden Village. There are some areas where existing properties would have a rear outlook towards the gable sides of properties and in some cases, these are located approximately 18m away. This is in accordance with and in many cases exceeds the distances set out in Neighbourhoods for Living. It is therefore considered that there will be no detrimental impact in terms of overlooking, overshadowing or over-dominance. It is noted that some letters of representation refer to a landscaped separation strip that was apparently shown on earlier drawings, backing onto Great North Road. Some residents are concerned that this will diminish their amenity and limit the ability to maintain existing boundary treatments. Officers will pursue this with the applicants on the emerging revised layout. The relationships between the rear elevations within the development site are generally in accordance

with Neighbourhoods for Living, though officers have noted that some of the gardens are on the small side in some instances.

- 10.39 The properties are in close proximity to the A1(M), which is separated from the site by a landscaped bund. Depending on the proximity, properties have been designed to have rears, fronts or gables facing the A1(M) in order to secure a good level of amenity. The submitted noise report recommends that double glazing and standard trickle vents are sufficient to ensure 'good' resting and sleeping conditions can be ensured within the dwellings. The layout largely ensures that private garden areas are protected from noise to a reasonable degree and no further mitigation is required. However, there are currently four plots which, due to their orientation, would require 1.8m high acoustic fences to the eastern boundaries.

Education

- 10.40 It is noted that the UDP policy associated with the housing allocations requires the proposed development make provision for an extension to the adjacent primary school. Historically, this would have been achieved by securing an appropriate sum of money through agreement with Children's Services. However, under the CIL regime, the Local Planning Authority cannot secure additional funds for off-site education provision in addition to the CIL sum required from the development. Therefore, any extension to the Micklefield Primary School must be funded by CIL. At 11th June 2015 Plans Panel, Members expressed concern about the uncertainty of how and when the primary school may be expanded. Children's Services are aware of the current applications and capacity of the housing allocations and are currently working on a strategy to make appropriate provision. Initial assessments are focussed on the feasibility of creating some expansion within the existing school site, which could deal with demand in the short to medium term. Longer term, it is suggested that further land may be required to aid expansion, sufficient to deal with all of the 550 homes planned in the existing housing allocations. It is also noted that the Protected Area of Search (PAS) land south of Pit Lane is identified in the draft Site Allocations Plan as a preferred housing site, with a potential capacity of 98 dwellings.

Planning obligations

- 10.41 The requirements of the S106 are detailed below and the various clauses will become operational if a subsequent reserved matters application is approved and implemented:

- Affordable Housing – 15% (with a 60% social rent and 40% submarket split).
- Public open space on site of the size and locations set out on the masterplan.
- Travel Plan including a monitoring fee of £3,455.
- Cycle facilities at Micklefield Station - £8,000
- Residential Metrocards (Bus and Rail) at a cost of £605.00 per dwelling.
- Employment and training initiatives (applies to the construction of the development).

- 10.42 From 6th April 2010 guidance was issued stating that a planning obligation may only constitute a reason for granting planning permission for development if the obligation is:

Necessary to make the development acceptable in planning terms - Planning obligations should be used to make acceptable, development which otherwise would be unacceptable in planning terms.

Directly related to the development - Planning obligations should be so directly related to proposed developments that the development ought not to be permitted

without them. There should be a functional or geographical link between the development and the item being provided as part of the agreement. **And:**

Fairly and reasonably related in scale and kind to the development - Planning obligations should be fairly and reasonably related in scale and kind to the proposed development.

- 10.43 All contributions have been calculated in accordance with relevant guidance, or are otherwise considered to be reasonably related to the scale and type of development being proposed.

11.0 **CONCLUSION**

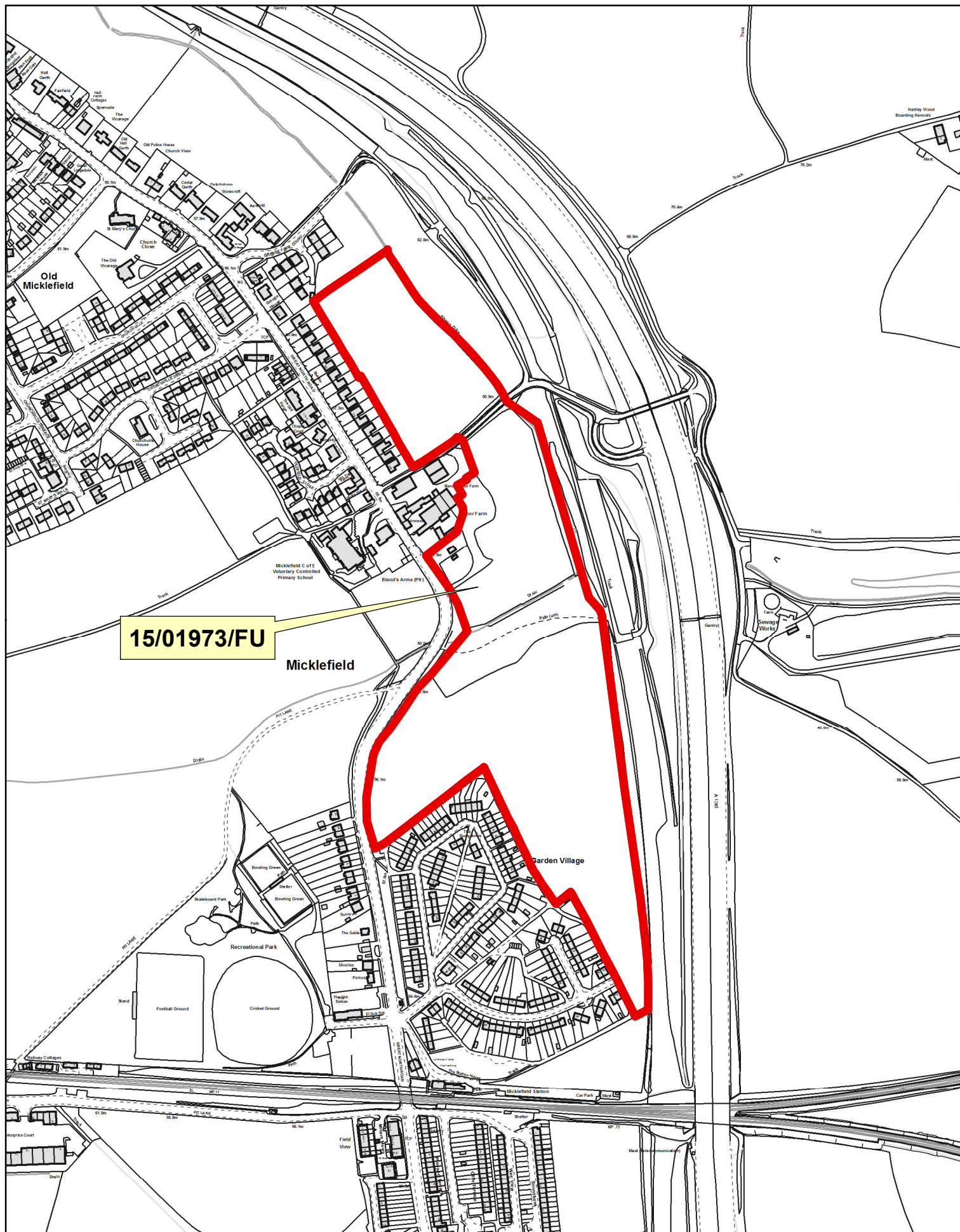
- 11.1 The proposals are considered to be acceptable in principle and can be developed with an appropriate highway solution, which has been approved previously at City Plans Panel. Members comments on the following questions will be helpful in moving the application forward:

- 1. Do Members have any comments on the approach to the layout of the development and the design of the house types?**
- 2. Do Members have any comments on the housing mix and density proposed?**
- 3. Do Members have any comments on the approach to greenspace and landscape issues?**
- 4. Are there any other issues which Members wish to raise?**

Background Papers:

Application and history files.

Certificate of Ownership – Signed as applicant



CITY PLANS PANEL

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SCALE : 1/1500

