



Report of the Chief Planning Officer

CITY PLANS PANEL

Date: 21st November 2013

Subject: Planning Application 13/02771/OT – Outline planning application for the erection of residential development, landscaping, open space and incorporating associated new access (layout, appearance, landscaping and scale reserved) on land off Great North Road, Micklefield, Leeds

APPLICANT

Wheatley Construction

DATE VALID

31st July 2013

TARGET DATE

30th October 2013

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:

POSITION STATEMENT – For Members to note the contents of the report and to provide feedback on the questions posed at section 11.0 of this report.

1.0 INTRODUCTION:

- 1.1 This outline 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 the pre-application presentation for a housing development of a further 270 houses further south (PREAPP/13/00924), given their overall significance to Micklefield.
- 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 outline planning application proposes the erection of a residential development of approximately 70 dwellings, including landscaping, open space and incorporating the associated new access, with all matters reserved except for access.

- 2.2 The application is accompanied by an illustrative masterplan which shows a principal access being taken from Great North Road. This principal access has already been granted approval by virtue of an extant planning permission (12/00845/OT and 12/05140/RM), for 10 dwellings and landscaping (currently under construction).
- 2.3 The principal access would then lead to a spine road running through the site, parallel to Great North Road. The illustrative masterplan submitted with the application shows how the spine road could connect to the remaining parts of the allocation, to the north and south of the site, which in turn could link back into Great North Road. The pre-application enquiry from Barratt Homes (PREAPP/13/00924) also contains an illustrative masterplan showing the link road connection in a similar position.
- 2.4 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:
1. Affordable Housing – 15% (50% social rent, 50% sub market)
 2. Improvements to bus stop 24237 at a cost of £10,000.
 3. Public Transport Improvement Contribution at a cost of £1,226 per dwelling (total - £85,835).
 4. Travel Plan (including monitoring fee of £2,500 and £1,000 contribution for cycle/scooter storage at the primary school)
 5. Residential Metrocards (Bus and Rail) at a cost of £572.55 per dwelling (total - £40,078.50)
 6. Education contribution – unknown at the time of writing.
 7. Greenspace commuted sum - £105,784.26.
 8. Local training and employment 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 farm access road that enters the site from Great North Road (currently being re-developed through the planning permission for 10 dwellings). The access then follows the north-eastern boundary of the fields adjacent to the A1(M) before joining a further farm access some way beyond the southern boundary of the site. The access routes are definitive public rights of way and link into an informal pedestrian path that runs along a landscaped bund adjacent to the A1(M).
- 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 PREAPP/13/00924 – Residential development of 270 dwellings on land to the south of the application site, by Barratt Homes.
- 4.2 12/05140/RM - 10 houses with landscaping on land to the west of the site – Approved.

4.3 12/00845/OT - Outline application for residential development on land to the west of the site – Approved.

5.0 HISTORY OF NEGOTIATIONS:

5.1 The applicant undertook pre-application discussion with officers prior to submission of the application. The applicant also contacted approximately 125 properties within the vicinity of the site to provide information on the proposals and inviting feedback. Since submission of the application, Officers have also had a briefing session with Ward Members, which highlighted the importance of considering how the applications fits in with the whole of the allocation, ensuring an equitable approach to planning obligations and any infrastructure requirements.

6.0 PUBLIC/LOCAL RESPONSE:

6.1 4 site notices have been displayed, posted 2nd August 2013. The application has also been advertised in a local newspaper, published 29th August 2013.

6.2 One letter of representation has been received from Micklefield Parish Council, stating objection to the application on the following grounds:

- The application forms part of the larger 'Manor Farm' housing allocation and this site should not be considered in isolation.
- Development of the allocation should be subject to an agreed planning framework and no such framework exists and it is not considered appropriate for a developer to prepare such a document.
- The development of the wider allocation is also subject to the expansion of school facilities. The application is premature in that of itself, the quantum of development may not require any significant investment. However, it is unknown what the requirement would be for the overall allocation.
- The proposed dwellings would be served by one point of access from Great North Road, in advance of the wider allocation making other accesses available, to the north and south. In the absence of the other parts of the allocation being brought forward, all vehicular trips would be concentrated through this one junction.
- Notwithstanding the development currently under construction, this proposal extends the built form of the village into the surrounding countryside. It is considered that the development is more akin to the housing to the south and north of The Cresecent in New Micklefield. It is therefore considered that the new development should be constructed in natural stone with slate or clay pantile roofs.
- It is considered that there is already a more than typical percentage of Affordable Housing in Micklefield and rather than further housing association housing, it is felt that more homes at an affordable purchase price would be more beneficial.
- Concern is expressed that the proposed housing and the housing allocations may be some distance away from the rail station if it is moved to create a new East Leeds Parkway Station 1.25 miles away.
- It is noted that bus services through Micklefield are limited, running once an hour to Leeds, Garforth, Cross Gates and Selby and then only up to 1930 hours, with an additional two hourly service to Garforth, Wakefield and Castleford up to 1830 hours (Mon to Sat) and a much more basic hourly shuttle service to and from Garforth and Cross Gates during the day on Sunday.
- It is noted that the north-western portion of the site contains some earthworks, including some fish ponds (partially filled in), which belonged to the original mediaeval hall, as well as other possible remains. It is considered that a full archaeological evaluation is required. Whilst an investigation might take place after the grant of outline permission, it must be done before any reserved matters are submitted as it could affect the layout.

- The surgery described as being in Micklefield is actually a satellite, open on weekday mornings and two weekday evenings, with the main surgery being located in South Milford, North Yorkshire. There is already difficulty in residents accessing the full range of NHS facilities.
- There are significant issues regarding the existing foul and surface water drainage systems and adequate provision must be made for the new dwellings.
- The air quality assessment will need to be considered by the Council's officers to determine what measures may be needed.
- S106 or CIL contributions need to be carefully considered, though it is noted that these could be hindered by the prematurity of the application.

The Parish Council also note the following positive aspects:

- The housing density of just over 28 dwellings per hectare is in accordance with the general housing density in the vicinity and will maintain the character of the locality.
- The desire to retain all the existing trees on site is welcomed.
- The retention of the green link along the public right of way and the retention of adjacent hedgerows is positive.

6.3 1 letter of objection has been received from a local resident stating concern that:

- The UDP Review housing policies make provision for the phased release of housing sites and as a greenfield site at the edge of the village must be very low down in the sequence.

6.4 1 letter of objection has been received on behalf of Great North Developments, who have land interests forming part of the larger allocation (H3-3A.32), as well as an interest in the housing allocation to the west of Micklefield (H3-3A.31 – land south of Micklefield). They also have land interests around Church Lane and the A656. Great North Developments make the following comments:

- They are supportive of the principle of bringing land forward for housing, but object to the piecemeal approach. A comprehensive approach is required in the interests of the proper and robust planning of the area. It is suggested that the application should be withdrawn with a view to an application for the whole of the allocation being prepared.
- Objection is raised on highway grounds as the existing junction of Church Lane / A656 is considered to be deficient, raising road safety concerns as a result of sub-standard visibility, lack of junction capacity, poor alignment and the high volume and speed of traffic on the A656.
- Highway improvements should allow for the comprehensive development of the area, to ensure that future development is not compromised and that the most appropriate and optimum road layout is provided.
- A scheme for a new roundabout is suggested some 60m north of the existing junction, in order to resolve the above issues. The land necessary is either adopted highway or within the control of Great North Developments, who are a willing party with a common interest in bringing forward the allocation in a comprehensive manner.

7.0 CONSULTATION RESPONSES:

7.1 Statutory:

Highways: - Additional information is required to fully assess the proposals. Traffic count data was missing from the Transport Assessment, but has since been supplied. Off-site highway works are required to improve the Church Lane / A656 junction.

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 £2,500 is required and it is recommended that £1,000 is sought to provide for cycle / scooter storage at the local primary school.

Transport Development Services: - A Public Transport Improvement contribution is required totalling £85,835.

Metro: - Residential Metrocards (bus and train) should be provided to future residents at a cost of £40,078.50.

Public Rights of Way: - A definitive public right of way (No. 11) runs through the site.

Children's Services: - Awaiting a consultation response at the time of writing.

Affordable Housing: - The site falls within the Outer Suburbs Housing Market Zone where there is a requirement for 15% Affordable Housing, split 50% social rent and 50% submarket.

West Yorkshire Archaeology Service: - 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 proposals are acceptable in principle and conditions are recommended to secure the surface water drainage scheme and the implementation of flood mitigation measures.

Environmental Protection Team: - No objections, conditions are recommended to deal with construction hours and a Statement of Construction Practice.

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

8.0 PLANNING POLICIES:

8.1 The development plan comprises the adopted Leeds Unitary Development Plan (Review 2006) (UDP) along with relevant supplementary planning guidance and documents. The Local Development Framework will eventually replace the UDP but at the moment this is still undergoing production with the Core Strategy still being at the draft stage.

8.2 Leeds Unitary Development Plan (UDP) Review:

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 the pre-application scheme, PREAPP/13/00924.

Other policies of relevance are:

- GP5: General planning considerations.
- GP7: Use of planning obligations.
- GP11: Sustainable development.
- N2/N4: Greenspace provision/contributions.
- N5: Provision of new greenspace.
- N10: Protection of existing public rights of way.
- N12/N13: Urban design principles.
- N23/N25: Landscape design and boundary treatment.
- N24: Development proposals abutting the Green Belt.
- N29: Archaeology.
- N38 (a and b): Prevention of flooding and Flood Risk Assessments.
- N39a: Sustainable drainage.
- BD5: Design considerations for new build.
- T1: Investment in transport improvements.
- T2 (b, c, d): Accessibility issues.
- T5: Consideration of pedestrian and cyclists needs.

T7/T7A: Cycle routes and parking.

T24: Parking guidelines.

H1: Provision for completion of the annual average housing requirement identified in the RSS.

H2: Monitoring of annual completions for dwellings.

H3: Delivery of housing on allocated sites.

H11/H12/H13: Affordable housing.

R2: Area based initiatives.

8.3 Supplementary Planning Guidance / Documents:

SPG4 Greenspace relating to new housing development (adopted).

Interim Affordable Housing Policy.

SPG10 Sustainable Development Design Guide (adopted).

SPG11 Section 106 Contributions for School Provision (adopted).

SPG13 Neighbourhoods for Living (adopted).

SPG22 Sustainable Urban Drainage (adopted).

SPD Street Design Guide (adopted).

SPD Public Transport Improvements and Developer Contributions (adopted).

SPD Designing for Community Safety (adopted).

SPD Travel Plans (draft).

SPD Sustainable Design and Construction (adopted).

8.4 National Planning Guidance:

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.

8.5 Emerging Policy

The Publication Draft of the Core Strategy was issued for public consultation on 28th February 2012 and the consultation period closed on 12th April 2012. The Core Strategy sets out strategic level policies and vision to guide the delivery of development investment decisions and the overall future of the district. On 14th November 2012 Full Council resolved to approve the Publication Draft Core Strategy and the sustainability report for the purpose of submission to the Secretary of State for independent examination pursuant to Section 20 of the Planning and Compulsory Purchase Act 2004. Full Council also resolved on 14th November 2012 that a further period for representation be provided on pre-submission changes and any further representations received be submitted to the Secretary of State at the time the Publication Draft Core Strategy is submitted for independent examination.

8.6 As the Council have resolved to move the Publication Draft Core Strategy to the next stage of independent examination some weight can now be attached to the document and its contents recognising that the weight to be attached may be limited by outstanding representations which have been made which will be considered at the future examination.

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. Planning obligations

10.0 APPRAISAL

Principle of development

- 10.1 The Council fought a number of appeals in 2009-11 against proposals to develop on phase 2 and 3 allocated housing sites. However, the Council lost these appeals and subsequently concluded that it should release all its phase 2 and 3 housing allocations to boost the 5 year housing supply. Such an outcome is consistent with the housing supply objectives of the development plan and guidance in the new National Planning Policy Framework (NPPF).
- 10.2 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, it is considered that the principle of development in this instance is acceptable.

Highway and access issues

- 10.4 The site is proposed to take a principal access from Great North Road, which is already under construction as part of the scheme to build 10 houses. Highway 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 Ridge 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 initial consideration is 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 At the time of writing, the applicant considers that they are able to deliver a solution that will improve the nature of the Church Lane / A656 junction, using land all within the adopted highway. Barratt Homes, who have a current pre-application enquiry (PREAPP/13/00924) for 270 homes to the south of this application site, are also of the opinion that a solution can be found using only land within the adopted highway. Crucially, both developers consider that the utilisation of third party land (as per the objection letter from Great North Developments) is unnecessary. At the time of writing, officers are still awaiting drawings from the applicant to demonstrate a satisfactory solution. There are also questions about how the improvement works are paid for and when they need to be implemented, given that there must be an equitable approach for all of the developers with an interest in the allocation.
- 10.6 **Do Members have any views on the off-site highway works?**
- 10.7 Within the development, the road layout comprises a spine road that will ultimately facilitate links to the remaining parts of the allocation, to the north and south. 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.

- 10.8 From an accessibility perspective, the site does not fully meet the draft 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.
- 10.9 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.
- 10.10 Officers have been in discussions with Metro regarding public transport enhancements as part of both this smaller application and the wider allocation. It would not be an acceptable approach to develop these sites in a piecemeal way to circumvent any accessibility enhancements that would ordinarily be required for the wider allocation. The response from Metro to date is that an enhancement of existing bus services would be appropriate. Specifically, Arriva currently provide some low frequency services, the main service being the 402 providing an hourly service to Leeds via Garforth. These services are already heavily subsidised by Metro. It is suggested that consideration should be given to looking at increasing the frequency of the service between Micklefield and Garforth, as this is the main local centre. Metro suggest a new hourly service to run between the 402 should also be looked at. This would result in a service from Micklefield to Garforth at a combined 30 minute headway. This would also be useful in providing better connections to Garforth station which has more services than Micklefield currently has. In terms of cost, Metro estimate the service would require 1 bus per annum at a cost of circa £150k for 5 to 10 years. Notwithstanding the above, discussions are ongoing with regard to what appropriate public transport enhancements are required, commensurate with the level of development and timing for delivery.
- 10.11 **What are Members views on the public transport 'ask' for the allocation?**

Urban design and sustainability

- 10.12 Whilst an outline planning application with all matters reserved except for access, the application is accompanied by an illustrative masterplan. The masterplan indicates the principal access from Great North Road and a spine road running north to south through the site, providing access to the other parts of the allocation. Three short cul-de-sacs are indicated on the northern side of the spine road. The layout indicates that all of the proposed dwellings would front onto the proposed streets, which is considered positive.
- 10.13 The submitted Design and Access Statement notes that the outline proposal is for approximately 70 dwellings, equating to around 28 dwellings per hectare. 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 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.

- 10.14 This application is supported by a Sustainability Statement and as it is an outline application without detailed house type and layout information it is difficult to quantify sustainability in relation to the use of natural resources. However, through the design process of creating a layout, consideration has been given to providing a significant number of houses with a south-westerly orientation in order to make the most of solar gain and good daylighting. These measures have the potential to minimise housing energy use and carbon dioxide emissions, regardless of specific housetype design.
- 10.15 The Sustainability Statement notes that the broader economic, social and environmental measures of sustainability were considered at site appraisal stage. The proposed development has the potential to support growth within the area by providing high quality 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. At this stage in the application, advice has been provided by the TravelWise Team in order to improve the Travel Plan. A key aspect of local infrastructure is education provision, particularly given what Policy H3-3A.32(iv) says about the provision of an extension to the primary school and a contribution towards the provision of additional secondary school facilities. Officers are endeavouring to obtain a view from Children's Services on the up to date position of what is required.
- 10.16 **Do Members have any comments on the layout of the proposals on the illustrative masterplan?**

Affordable Housing

- 10.17 The revised Affordable Housing Policy was adopted by Executive Board on 18th May 2011, to be implemented with effect from 1st June 2011. The relevant minute states that the policy would therefore apply to all relevant decisions made on or after 1st June 2011.
- 10.18 The policy will apply until it is replaced by the formal Local Development Framework policies within the Core Strategy and Affordable Housing Supplementary Planning Document (SPD), unless there is clear evidence of a change in market circumstances to warrant any further change in the meantime. Planning permissions granted on the basis of the interim policy will normally be time limited to 2 years for implementation to ensure that permissions are implemented reasonably swiftly, and to reflect the fact that the affordable housing policy will be reviewed through the Core Strategy and Affordable Housing SPD.
- 10.19 In relation to the application site the Interim Policy applies a requirement of 15% affordable housing. There is a requirement for a 50/50 mix of social rent and submarket. Whilst the application is in outline, if approved, the reserved matters application will need to provide a layout showing the location of Affordable Housing units, which should be representative of the housing found elsewhere on the site.

Landscape design and visual impact

- 10.20 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, particularly along the site access and Sheep Dike. The retention of these features, as demonstrated on the illustrative masterplan is welcomed.

10.21 The proposal provides for a permanent buffer with a minimum width of 10m between the proposed dwellings and Sheep Dike. The buffer has a dual function of providing visual screening and biodiversity enhancement. Officers have asked the applicant how this area could be used to provide open water as part of a Sustainable Urban Drainage System (SUDS), in addition to Sheep Dike, which could provide a biodiversity enhancement, particularly for Great Crested Newts. The land beyond Sheep Dike, between the site and the A1(M) is designated as Green Belt and would remain as open land. In addition to the existing public right of way running through the site and out into the Green Belt, the applicant also proposes a potential footpath link to the north-east side of Sheep Dike, which would link to the northernmost cul-de-sac on the proposed layout. This approach is considered to enhance the leisure opportunities around the development and would be beneficial as a connection.

10.22 In terms of greenspace requirements, if the whole allocation was developed as expected, with approximately 400 dwellings, it would create a requirement for 1.6ha of local amenity greenspace (N2.1) to be provided on site. The allocation would also create a requirement for 0.8ha of local recreational areas (N2.2). It is also considered that the lack of children's play facilities in Micklefield may justify some provision in an appropriate location. As with the other allocation wide issues described above, it is important that the piecemeal approach to development does not undermine the overall benefits and that each part of the allocation provides for its fair share in an equitable way. Of itself, a development of 70 dwellings would create a requirement of 0.28ha of N2.1 greenspace on site. The illustrative layout provides for greenspace areas alongside Sheep Dike, although it is currently considered questionable as to whether they properly fulfil the requirements of greenspace or are more akin to incidental landscaped areas. It is noted that a significant greenspace wedge is proposed as part of the pre-application scheme (PREAPP/13/00924) and this may be the better focus for an area of meaningful greenspace. An alternative option may be for developers of the allocation consider delivering the proposed N5 greenspace allocation, immediately to the west of Great North Road. Overall, the provision of greenspace is an area requiring further consideration and negotiation with the developers of the allocation.

10.23 **Do Members have any comments on the approach to landscape design and greenspace provision?**

Drainage and flood risk

10.24 The application site largely falls within Flood Zone 1 (at lowest risk of flooding), although the area immediately adjacent to Sheep Dike does fall with Flood Zone 3. Accordingly, the illustrative masterplan 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 to 7.8litres/sec 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

10.25 The proposed layout follows a logical form and generally ensures that back gardens back onto other back gardens. The illustrative masterplan indicates that the proposed dwellings will be located some 25m – 40m away from the rear elevations of existing

properties on Great North Road. This is in accordance with and in many cases exceeds the 21m distance 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. The relationships within the development site are also in accordance with Neighbourhoods for Living. It is noted that a number of the properties have gable ends facing Sheep Dike, in order to lessen the impact of noise from the A1(M). At the time of writing, officers are exploring with the applicant how these gable ends might be treated in order to ensure that there is no detrimental noise impact, but that there is also a reasonable interface with the greenspace and that passive overlooking of this space can occur.

10.26 Do Members have any views on residential amenity and the relationships between properties?

Planning obligations

10.27 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:

1. Affordable Housing – 15% (50% social rent, 50% sub market)
2. Improvements to bus stop 24237 at a cost of £10,000.
3. Public Transport Improvement Contribution at a cost of £1,226 per dwelling (total - £85,835).
4. Travel Plan (including monitoring fee of £2,500 and £1,000 contribution for cycle/scooter storage at the primary school)
5. Residential Metrocards (Bus and Rail) at a cost of £572.55 per dwelling (total - £40,078.50)
6. Education contribution – unknown at the time of writing.
7. Greenspace commuted sum - £105,784.26.
8. Local training and employment initiatives (applies to the construction of the development).

10.28 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.

10.29 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.

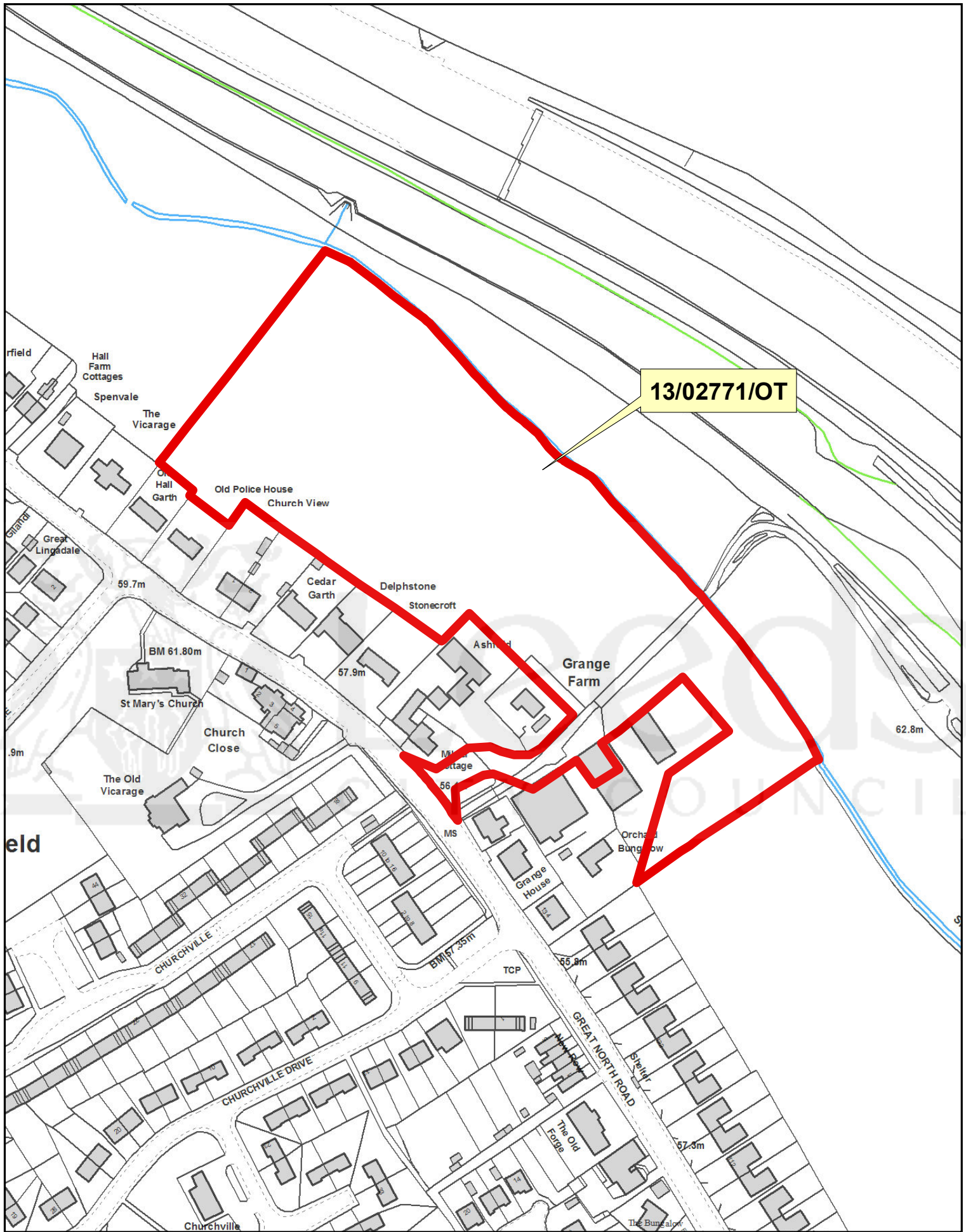
11.0 CONCLUSION

11.1 Members are asked to note the contents of the report and the presentation and are invited to provide feedback on the questions and issues outlined above, summarised below:

- 1. Do Members have any views on the off-site highway works?**
- 2. What are Members views on the public transport 'ask' for the allocation?**
- 3. Do Members have any comments on the layout of the proposals on the illustrative masterplan?**
- 4. Do Members have any comments on the approach to landscape design and greenspace provision?**
- 5. Do Members have any views on residential amenity and the relationships between properties?**
- 6. Are there any other comments that Members wish to make?**

12.0 Background Papers:

12.1 Application and history files.
Certificate of Ownership – Signed as applicant



CITY PLANS PANEL

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