

COMMITTEE REPORT

Date: 5 September 2024 **Ward:** Huntington/New Earswick
Team: East Area **Parish:** Huntington Parish Council

Reference: 24/00282/REMM
Application at: Huntington South Moor New Lane Huntington York
For: Reserved matters application for layout, scale, appearance, landscaping and access of 280 dwellings and associated infrastructure following outline planning permission 21/00305/OUTM.
By: Barratt David Wilson Homes
Application Type: Major Reserved Matters Application
Target Date: 12 September 2024
Recommendation: Approve

1.0 PROPOSAL

Application site

1.1 The application site lies between the suburban area of Huntington and the Community Stadium. It is some 11.6ha in area. There is housing to north of the site, along Forge Close and Saddlers Close, off Jockey Lane. To the east is the new community stadium. The site extends south to the cemetery and west to New Lane. It excludes Huntington Grange, a Grade II listed house, which is on the east side of New Lane.

Proposals

1.2 This application is for the remaining reserved matters following outline permission 21/00305/OUTM which was for circa 300 dwellings. The outline application included access as a reserved matter.

1.3 The proposals comprise a site layout, landscape masterplan and drawings of each house type. The accommodation schedule is as follows –

	Total	Percentage of overall mix	Affordable
1-bed	22	8%	16
2-bed	102	36%	38
3-bed	106	38%	21
4-bed	50	18%	9
Total	280		84 (30%)

1.4 In accordance with the outline permission there are two vehicle access points from New Lane. Pedestrian and cycle routes linking to the community stadium to the east are included within the layout. The houses range in height from 2 to 3 storey; this accords with the parameter plan (development areas and heights) approved at outline.

1.5 The scheme has been revised since public consultation in response to feedback received. Of note the layout has been rearranged at the north end of the site so houses are sufficiently spaced away from trees at the boundary and development has been moved further from Huntington Grange at the west side of the site; to accord with the approved parameters plan.

The outline consent

1.5 Outline planning permission for residential development of the site was granted at appeal. At that stage the Inspector determined that an Environmental impact Assessment was not required for the development. The outline consent is the planning permission for the principle for residential development of this site. This application can only consider outstanding details of the design, ie the reserved matters, and within the scope and parameters of the outline permission and the conditions attached to it.

1.6 The approved outline permission secured the following parameters which this reserved matters application adheres to –

- Delivery of up to 300 dwellings.
- Homes no higher than 2-storey at the periphery of the site (otherwise up to 3-storey permitted).
- No development over the (triangular shaped) scheduled monument; Roman camp, on the eastern side of the site.

- Green corridors that enable substantial preservation of the hedgerows running through the site.
- Public open space around the veteran oak tree in the centre of the site.
- Public open space and landscaping to provide some separation between the approved housing and Huntington Grange to the east and the cemetery to the south.
- Provision of recreational routes for dog-walking to avoid increased use of Strensall Common for such recreation. This is a policy requirement under draft Local Plan 2018 policy GI2a which relates to Strensall Common Special Area of Conservation. This provision is referred to as SANG – suitable alternative natural greenspace.

2.0 POLICY CONTEXT

The National Planning Policy Framework (NPPF)

2.1 The National Planning Policy Framework (NPPF) sets out the Government’s planning policies and must be taken into account in preparing the development plan and is a material consideration in planning decisions. At the heart of the NPPF is a presumption in favour of sustainable development. To achieve sustainable development, the planning system has three overarching objectives; economic, social and environmental objectives, which are interdependent and need to be pursued in mutually supportive ways.

2.2 The main relevant NPPF sections to the reserved matters application are –

- 9 Promoting sustainable transport.
- 11 Making effective use of land.
- 12 Achieving well-designed and beautiful places.

Huntington Neighbourhood Plan

2.3 The Neighbourhood Plan is adopted; it is the development plan for the area and covers the period 2017 to 2032/33. Policies most relevant are -

H1 Housing need

The policy states that as appropriate to their scale, nature and location development proposals for new residential development should:

- Promote and accommodate transport links for pedestrians, cyclists, and public transport.

- Provide safe pedestrian and cycle links to Huntington Village, local schools and the existing network of pedestrian and cycle routes, including through green infrastructure where this would not have an adverse impact on biodiversity.
- Include significant and well-designed landscape and green areas to ensure that development sits sympathetically with the existing landscape.
- Retains and where practicable improve trees and hedgerows of good amenity, arboricultural or biodiversity value.

H2 Housing mix in new housing development proposals

Developments should provide for a mix of housing types, sizes and tenures to meet identified housing need in the Parish and the City of York. Development proposals that deliver smaller homes (one or two bedrooms) suitable for young families and young people as well as older people (including those who wish to downsize) to meet an identified housing need will be particularly supported.

H4 Design principles

Development proposals should respect the character of their local environment having regard to scale, density, massing, height, landscape, layout materials and access, as appropriate to their nature and location. Development proposals should also take into account the amenity of neighbouring occupiers. Where appropriate, development proposals should provide safe and attractive public and private spaces, and well defined and legible spaces that are easy to get around, especially for older people.

H7 Biodiversity

Proposals should maintain and where practical enhance existing ecological corridors and landscape features.

H21 Walking and cycling

As appropriate to their scale and location development proposals should be designed to provide safe and convenient connections to the network of footpaths and cycleways in the immediate locality. Priority should be given to those that create or improve links between the main residential areas and key local services such as shops and schools.

Draft Local Plan 2018 (DLP 2018)

2.3 The DLP 2018 has been subject to examination and a response from the Inspectors is awaited. The DLP 2018 policies can be given weight in accordance with NPPF paragraph 48 which requires regard to the stage of preparation of the plan, the extent to which there are unresolved objections and the degree of consistency with NPPF policy.

2.4 Most relevant Policies of the DLP 2018 -

H3 Balancing the Housing Market

D1 Placemaking

D2 Landscape and setting

GI4 Trees and Hedgerows

3.0 CONSULTATIONS

Internal

Affordable Housing

3.1 Officers support the mix of affordable house sizes and split of 67% for social rent, 33% for discount sale. Since this comment the scheme has been amended, to the extent that there is 1 more affordable 1-bed dwelling (not a material change).

Design & Conservation - Landscape

3.2 Officers requested amendments to the original submission, and for an updated tree survey to evidence the layout would be compatible for retained trees. There was concern the houses at the north end of the site were in undue proximity to trees and vegetation at the boundary. The pedestrian & cycle connections around the scheduled monument should also be beyond the RPA's; the alignment of the path connecting to the adjacent stadium site and around the scheduled ancient monument (SAM), would need realigning.

3.3 Detailed boundary treatment was required along Forge Close. If there is an existing fence (or similar) no additional treatment is necessary; to avoid a gap that would not be maintained / collect litter etc.

3.4 It was noted proposed car parking behind Huntington Grange encroaches into what was approved greenspace. Officer note – following comments revised plans

have been issued that take development outside of root protection areas (RPA) and move it further from Huntington Grange.

3.5 Open spaces - Oak tree T37 is retained within a central open space. This tree has the potential to be veteranised and could be of good habitat value; it needs a considerable buffer around it. There is a suggestion that this open space might be treated as an informal space that encourages species diversity; support this design approach. It may also be suitable to include some natural play equipment at the other end of the space in order to encourage natural play for toddlers and primary age group away from the tree. Officer note - the plans have been revised to this effect with house types around the space changed to allow more separation and play for 0-6 years included. A suitable location for fruit trees would be within a larger area of open space as a small community orchard.

3.6 Pumping station - The pumping station has been relocated; this was requested as it was too close to oak tree T39 and in conflict with the role of this land as open space.

3.7 Drainage systems - Required clarification below ground works would not affect existing or prevent proposed trees. From a landscape design perspective, the application of wet swales (or dry) is supported, however these must not result in any earthworks or pipes within the RPA of existing trees. The plans initially showed an indicative drainage easement which extends into RPAs (it has been moved away from the planting on the south side of the site but not elsewhere). The scheme must work without compromising retained trees - requested comfort to this effect, and that the street trees shown on plan are actually deliverable before we determine the application. Officer note – since the consultation response draft plans showing the drainage infrastructure have been shared and the now show that drainage easements avoid the root protection of existing trees and avoid proposed trees.

3.8 Attenuation tanks and easements restrict the potential for tree planting. It is not clear from the landscape masterplan whether it is possible to include more trees around the natural play area and kickabout area. The natural play area should be more integrated into the landscape structure with planting, including tree planting. Officer note – this area in the south-east corner of the site has always been identified as the area for a drainage solution – it was identified as such on the approved parameter plan documents.

3.9 Tree planting may be restricted along the southern boundary with the cemetery. Officers would expect more tree and shrub cover along the boundary with

the cemetery to provide greater visual separation and a sense of buffering between the two.

3.10 Suitable alternative natural greenspace (SANG route) - The SANG should take a course through as much natural amenity greenspace as possible. It should be particularly attractive to dog walkers. Officers advised that in the original scheme, too much of the proposed SANG follows a formal pavement and it was inappropriate as it did not follow desire lines. Instinctively many dog walkers are likely to take a natural route through the green margin along the southern perimeter of the site and around the outside of the kickabout area; this should therefore be informally accommodated. Officer note - in the revised plan the SANG has been realigned accordingly and now follows the proposed landscaping enhancements on the south side of the site.

3.11 Additional information - More detail was required for the open spaces. The landscape masterplan should be clear about what age groups are provided for, with what equipment, and where and how this is distributed across the site. The open spaces should cater for all ages and abilities. Seating should be provided at regular intervals. Officer note – the revised site plan illustrates play in the centre of the site for ages 0-6 and in the south east corner for ages 4-12. A landscape statement (dated 07/08/2024) was also issued explains the scheme includes various seating and pocket parks.

3.12 Street trees - Support the street trees within grass verges between visitor parking bays and in islands between the pavement and the carriageway.

3.13 Boundary treatments - Green garden boundaries such as hedging plants reinforced with post and wire fencing and/or instant hedging and/or paladin with climbers, should be generously applied to enhance amenity and benefits to the environment.

Local Plan

3.14 Summarise the local plan position. Comments of note relate to the housing mix and highlight the local housing needs assessment advises a focus on delivering 2-3 bed market homes, and on 2-bed affordable homes, acknowledging a need for smaller 1-bed affordable homes but cautioning against oversupplying given their limited flexibility to changing circumstances.

Highway Network management

3.15 Observations as follows -

- Shared surface streets – acceptable as shown as these serve small private drives only (typically less than 5 dwellings). Highways will not adopt shared spaces as they do not contain full height kerbs to separate pedestrians from vehicles.
- Footpaths were requested to be at least 2m wide, shared footpath/cycle paths 3m wide – officer note - this is addressed in the revised scheme.
- Cycles stores at rear only acceptable if residents can access and do not need to turn 90-degree corners in 1m alleyways. This is addressed in the revised scheme as the corners have chamfered edges to enable access.
- Car parking spaces in front of doors must allow access and not overhang highway (6m length suggested). Driveways must have sufficient space to not block access points. Officer note – this is addressed in the revised scheme. Driveways are annotated as being between 5.5m and 6m length and only propose accommodating a single vehicle (so entrances to houses would not be blocked).
- New lane – priority crossings required to access bus stops and local amenities. Council data shows that a controlled crossing is required near Anthea Drive. Officers have requested a signalised crossing. The revised plan illustrates provision of a signalised crossing. This would be secured through condition and detailed design secured via the Highways Act (section 278).
- LTN 1/20 standard cycle priority at new access points were requested. These have been accommodated in the revised scheme.
- Visitor Parking (VP) – note council can't control parking if not in adopted area. The scheme was revised; VP is now in areas that would be adopted.
- Raised tables – advice is these are used to specifically identify crossing points with pedestrian priority, which was introduced in the revised plans.
- Bus stops – these will need to have adequate visibility (the precise location would be agreed through the Highways approval process).

Public Protection

3.16 Asked for an informative to be applied in respect of electric vehicle charging facilities and the Building Regulations requirements in approved document S.

Waste services

3.17 The Council will only collect waste from adopted roads. Advise if houses are within 15m of what would be adopted highway a collection point will be required within the aforementioned distance. A number of plots were identified where houses were over 15m from the highway. Officer note – this was addressed when house types to the east of Huntington Grange were revised and the site layout plan illustrates collection points on private driveways, adjacent the highway.

External

Foss Internal Drainage Board

3.18 The board note that there appears to be a drain along the hedge on the north part of the site and a section of open watercourse on the eastern side of New Lane. These features should have a 3m easement (which the board acknowledge are provided). The board refer to the 2021 drainage strategy that informed the outline application and raised some questions in respect of this report. The drainage is a condition of the outline application and comments are not relevant to this application.

Huntington Parish Council

3.19 Do not object, made comments as follows –

- Construction – preference that any site compounds are away from the boundaries with residents to the north and the cemetery to the south. Concerned about noise during construction.
- Road safety – concern over heavy good vehicles entering the site and proximity of the north access to the mini roundabout. Officers note that the access points already have approval and are not up for consideration in this application.
- Sustainable travel – would like to see a dedicated cycle lane on New Lane. Officers note that such infrastructure would need to have been secured and outline stage and was not. Also note the width of New Lane is variable and as less than 8m in places, which is insufficient to provide 2m wide cycle lanes (as advocated by LTN 1/20) on each side of the road. The hedgerow at the site boundary is also a landscape characteristic which it is desirable to retain.

- Sustainable design and construction – the homes will not be built to future homes standard. Officer note – this was also a matter for the outline planning permission. The condition in that respect was consistent with local policy requirements at the time of determination.
- Layout and design
- Would like to see a landscape buffer between housing and the cemetery.
- Fruit trees are proposed near Huntington Grange; children could throw fruit into the gardens.
- There is a gap in the hedge on the north side of Huntington Grange and would like to see this filled. Officer note – this hedge is outside of the application site.
- Would like to see bins for dog waste.
- Could the foul drainage for the site serve Huntington Grange. Officer note – this is a private matter and not material to this planning application.
- Ground levels should not be increased to the extent that surface water run-off causes flooding to surrounding houses. Officer note – this is a matter dealt with by the outline permission.
- Houses to north should be offered satisfactory privacy bearing in mind they previously enjoyed outlook over open fields.

Police Architectural Liaison Officer

3.20 No objection. Note that the application demonstrates the applicant has considered crime prevention in its design.

4.0 REPRESENTATIONS

4.1 Public consultation expired 8 April 2024. There were 39 contributors, 38 in objection. Comments were as follows –

Layout – lack of separation between proposed homes and Saddles Close and Forge Close. The houses are also too close to existing trees in this area. Gardens will be overshadowed in the winter months. A high density of (smaller 1-bed and 2-bed) housing behind Grade II listed Huntington Grange was considered out of character, this was acknowledged by the developer and the plans changed however 3-storey buildings in the backdrop of Huntington Grange are proposed and are regarded inappropriate. Car parking was also shown in what was green space in the approved parameter plan. Officer note – the layout for this specific area has been revised since the comment.

House types - Huntington already has a significant amount of social housing and it is questioned whether more are required.

Landscaping – questions regarding the quality of the landscaping that would be installed and the majority of species to be planted. A wildlife corridor at least 30 metres wide requested at the south boundary shared with the cemetery.

Positive comments that the scheme does propose fewer houses than the maximum at outline, that houses are no more than 3-storey high and that there is a decent amount of green infrastructure provided.

Consultation – public engagement occurred when it was already too late for residents to make comment on the planning application. At the public meeting the developers advised some of the dwellings will have air-sourced heat pumps. Noise generated could cause disturbance. Request for burial clerk at the cemetery to be informed of construction, in particular any piling works.

Traffic generation / traffic on matchdays is already a problem. Existing cycle lanes are not adequate; what plans are there for improvements? New Lane should be provided with an appropriate cycle lane.

Construction – it is understood the development will take up to 4 years to construct. Residents will suffer disturbance during this period. Site compounds etc should be positioned away from neighbouring houses.

Energy – question whether there is capacity for the electric charging points for vehicles and if homes are electric powered. Question the environmental performance of the buildings.

Flooding – the fields are regularly flooded and development would increase flood risk elsewhere.

Loss of green space

Lack of capacity at local facilities (including doctors and schools).

Lack of affordable housing

Loss to existing property values

Cllr Orrell

- Construction - Construction traffic should access the site from the Malton Road direction. Construction traffic should not wait outside the site. Working practices should respect tranquillity of the cemetery. Residents and councillors should be warned if piling is to take place as this can cause noise / vibration.
- Sustainable construction – that the developers can use gas as a source of energy shows the Building Regulations are inadequate.
- Public engagement - Pleased that Barratts have agreed to hold Public Exhibitions so that local people can input into the way the development is progressed in the coming years.
- Travel - Bus routes cannot be guaranteed as they are subject to council subsidy.
- Huntington Cemetery has problems with flooding requiring the constant expensive use of a pump. The development should be required to restrict the water that drains into the cemetery so that these flooding problems are not made worse.

5.0 APPRAISAL

5.1 This application is for consideration of reserved matters, following an outline planning permission, which included details of the site access. The only issues under consideration for this application are regarding the following reserved matters only -

- Schedule of accommodation
- Access (although the principle of two vehicle access points were established by the outline permission).
- Appearance
- Landscaping
- Layout
- Scale
- Promotion of sustainable travel

5.2 The following matters were dealt with in the outline application determined at appeal which is subject to its conditions and planning obligations covering the following matters –

- Impact on the wider highway network
- Archaeology
- Design – approved parameter plans inform the general layout and distribution of land uses and building heights

- Ecology – requirement to evidence biodiversity net gain and an associated landscape and ecological management plan
- Planning obligations – education, open space, mechanism for securing affordable housing on-site
- Sustainable design and construction
- Drainage
- Public protection – noise; land contamination; air quality
- Construction management (condition 5 of the outline deals with construction but it does not include any requirements in respect of temporary buildings such as site compounds which are permitted development)
- Phasing / delivery of development

5.3 National guidance states that “the only conditions which can be imposed when the reserved matters are approved are conditions which directly relate to those reserved matters. Conditions relating to anything other than the matters to be reserved can only be imposed when outline planning permission is granted”.

5.4 The assessment covers each of the reserved matters the subject of this application – appearance, landscaping, layout and scale. Access was a reserved matter in the outline permission, in terms of the vehicle access points into the site, pedestrian connections to the east and west and crossing points on New Lane.

Schedule of accommodation

5.5 Policy H2 of the Neighbourhood Plan requires a housing mix aligned with the local needs assessment. It advises smaller homes suitable for younger persons and those who wish to downsize in particular will be supported. DLP 2018 policy H3 states proposals for residential development will be required to balance the housing market by including a mix of types of housing which reflects the diverse mix of need across the city. The local housing needs assessment (LHNA 2022) determines the majority of market homes needed (70-80%) are 2 or 3 bed sized. In terms of social rent (affordable) most need is for 1 and 2 bed sized homes (65%-75%).

5.6 The reserved matters application shows the affordable house types and how these will be distributed across the site. The schedule of accommodation is as follows -

	1-bed	2-bed	3-bed	4-bed
Affordable	12 houses 4 apartments	32 houses 6 apartments	21 houses	9 houses
Market	3 houses 3 apartments	58 houses 6 apartments	85 houses	41 houses
Total	22 (8%)	102 (36%)	106 (28%)	50 (18%)

5.7 The accommodation mix is acceptably aligned with local need, predominantly providing 2 and 3 bed sized homes, as set out in the Local Housing Needs Assessment 2022, whilst providing a mix of type, tenure and size as required under DLP 2018 policy H3 balancing the housing market. Affordable homes are acceptably distributed across the site; these are identified on the site masterplan.

Reserved matters

Access' – the accessibility to and within the site, ... in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network.

5.8 The location of the two access points were fixed at outline stage. These have been designed to accommodate pedestrian and cycle routes which take priority over vehicle traffic. This approach to priority at junctions is applicable to the layout in general. This adheres to the sustainable transport policy in the NPPF (116) to give priority first to pedestrian and cycle movements.

5.9 There will be two crossing points over New Lane. The north crossing has a pedestrian island to assist with crossing. There will be a signalised crossing at the south end. The locations of these crossings consider desire lines and highway safety. The signalised crossing will be secured through condition which allows the detailed design to be approved by the Council's highways team (under the Highways Act). This develops condition 22 of the outline permission which required pedestrian crossings on New Lane (type not specified) as their specification has evolved. This is an acceptable approach as the crossings accommodate and encourage walking and cycling, including for persons with reduced mobility, by providing improved connectivity into the wider area as encouraged by

Neighbourhood Plan policy H21 – walking and cycling and promoting sustainable transport in the NPPF.

‘Appearance’ – the aspects of a building or place within the development which determine the visual impression the building or place makes, including the external built form of the development.

5.10 The appearance of the scheme is strongly informed by the layout and complemented by the selected locations for taller buildings (2.5-3-storey). It follows principles within the national design guide; it respects landscape character by retaining the hedgerow along New Lane and setting housing away from Huntington Grange to the east and from the scheduled monument area to the east. The retained hedgerows and veteran tree in the centre of the site, combined with the street hierarchy and its varied design, all contribute towards creating a distinctive place. Green infrastructure will be a prominent characteristic throughout. Car parking is treated so it will not be visually dominant in the setting.

5.11 House types and materials respect the suburban vernacular of housing to the north and to the west. There are taller houses, which are 2.5 and 3 storey where they overlook areas of public open space. The 3-storey buildings are all towards the centre of the site and the building heights accord with the parameter plans approved at outline.

5.12 Cycle parking – the provision of cycle parking is secured by condition 23 of the outline permission and requires at least one space per bedroom. The cycle parking for the apartments is detailed in this scheme (houses will either rely on garages or stores in rear gardens). There is a store that is connected to, and sits between, the two apartment blocks and storage at ground floor level in the building at plot 142. The storage provides space for over-sized cycles and meets the requirements of being covered and secure. It is sufficient in amount. A condition will require the stores to have lighting on safety grounds and to encourage their use.

‘Layout’ – the way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside the development.

5.13 The layout and structure of the site was fixed by the parameter plans approved at outline permission stage and the principles so established have been achieved. The layout is informed by features within the site (the scheduled monument and

retained trees and hedgerows) and has a hierarchy of streets and spaces which overall gives the site distinctive character as expected by the placemaking advice in NPPF paragraph 135 and the National Design Guide. It also provides safe and attractive public and private spaces, and well defined and legible spaces that are easy to get around, in accordance with Neighbourhood Plan policy H4 Design Principles.

- The two hedgerows within the site are maintained and enhanced and become a landscape feature that provides identity to the layout.
- The veteran tree in the centre of the site determines the location of the public open space within the centre of the site. Houses are orientated to directly front onto and overlook the site, including an apartment block. Houses and hardstanding are outside of root protection areas for trees.
- There is a triangular area of public open space on the eastern side of the site; this is above the scheduled monument and is also overlooked by houses which generally directly front onto the landscape. This area, coupled with the path that runs around the south end of the site provide the primary proportion of the alternative greenspace to Strensall Common (for dog-walking and recreation).
- At the north end of site, the house types and layout was adjusted in revised plans that followed consultation. Houses back onto the site boundary, so back gardens face each other. This is good practice in terms of secure by design, opposed to left over space with insufficient natural surveillance. The house types and their orientation are such that they do not interfere with root protection areas and are compatible with retained trees.
- The landscape buffer around the grade II listed Huntington Grange exceeds the separation required under the approved parameter plan. Revised plans have been received since consultation, which reduce the density of housing (with more space between houses) to the east of Huntington Grange. This provides a reasonably spacious setting in accordance with the outline permission (the outline permission acknowledged there would be harm to the setting of the listed building as a consequence of development but that this would be outweighed by the benefits of the scheme).
- Houses adhere to secure by design principles – there are active frontages, secure rear gardens which back onto each other, public open space has sufficient natural surveillance and car parking is within sight of homes.
- The two access points and roads through the site have parallel 3m wide pedestrian and cycle routes designed take priority over vehicle traffic. This adheres to the sustainable transport policy in the NPPF (116) to give priority first to pedestrian and cycle movements. These streets have a strong landscape

character within the public realm and will therefore be attractive and encourage active travel and recreation.

- Private drives are proposed and are intimate in their design as they serve a small number of houses and do not need to accommodate the waste collection vehicle (collection points at entrances). This helps give structure and street hierarchy.
- Residential amenity - where houses back onto Saddlers Close and Forge Close (to the north of the site) there is a separation of at least 22m back-to-back. Typically, the separation distance is greater (up to 32m). Plot 225 is only 21m from 15 Forge Close to the north. However, it is a side elevation facing the site boundary, which only has a small bathroom window on the pertinent elevation. The separation distances comply with those recommended in the Council's supplementary planning guidance for house extensions (21m back-to-back recommended in a suburban area) to provide a reasonable level of amenity and privacy and to respect a low-density suburban setting. The proposed houses are reasonably spaced from existing trees alongside the boundary. The layout accords with design guidelines in respect of residential amenity.
- Apartments are proposed in the centre of the site overlooking open space. They are in a position where the parameters plan dictates that 3-storey is appropriate. The apartments are at least dual aspect. The inclusion of 1 and 2 bed sized homes in this house type is explicitly advocated in policy H2 of the Neighbourhood Plan. Bin stores have been designed so they are out of sight.

‘Scale’ – the height, width and length of each building proposed within the development in relation to its surroundings.

5.14 The approved parameter plans allowed for up to 3-storey in the centre of the site. The scheme is primarily two storey but has 2.5 and 3 storey houses overlooking areas of public open space. This meets the outline permission requirement and gives structure and orientation to the layout. It adheres to national design principles in this respect.

‘Landscaping’ – the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated and includes: (a) screening by fences, walls or other means; (b) the planting of trees, hedges, shrubs or grass; (c) the formation of banks, terraces or other earthworks; (d) the laying out or provision of gardens, courts, squares, water features, sculpture or public art; and (e) the provision of other amenity features;

5.15 Boundary treatment is to be secured by condition. It will be required to provide for –

- Along the north boundary there shall be no fencing that would conflict with existing sections of hedgerow at the boundary.
- Where rear gardens require a means of enclosure that directly faces the highway it will be of robust construction e.g. brick.

5.16 Soft landscaping and tree retention – conditions are required to secure a detailed landscaping plan (which would confirm the mix of species and stock size) to adhere to the principles of the submitted landscape masterplan.

5.17 Landscaping around Huntington Grange – in the revised scheme there is a wider area of soft landscaping around Huntington Grange. This adheres to the outline permission parameter plans. The planting would be set in wildflower grass, with a mown route through to direct recreational walking. The species of trees to be planted would be approved under a condition. The Council would discourage the use of fruit trees in this location.

5.18 Drainage requirements are secured through a condition of the outline permission. The developer has provided outline plans that illustrate drainage will be compatible with the landscape masterplan.

5.19 Landscape buffers to south – consultation responses asked for separation between the houses and the cemetery to the north. The houses are offset in that they will be on the opposite side of the road and there will be a landscape buffer at the periphery of the site. The layout is compatible with, and does not harm, the amenity or setting of the cemetery.

5.20 Play – the landscape masterplan shows areas of play for ages 0-6 & 4-12; these are in appropriate locations taking into account the recommended need for surveillance and an element of separation from houses. A condition is necessary to approve the furniture and detailed layout of these spaces.

5.21 Impact on Strensall Common – suitable alternative natural greenspace (SANG) required to discourage further use of Strensall Common is a condition of the outline permission. The condition requires a footpath network particularly to attract dog walkers, associated waste bins, signage and details of future management. At the time of the appeal the Inspector and Secretary of State were satisfied with the walking route identified by the developer around the site (as shown in their shadow

Habitat Regulation Assessment). In this detailed reserved matters application the options for the route have only changed in that the walking route can follow the path on the south boundary, making it longer, which would accord with Natural England's submission at the appeal.

5.22 Neighbourhood Plan policy H4 design principles advises that proposals should have well defined and legible spaces that are easy to get around, especially for older people. DLP 2018 policy HW7 Healthy Places also asks for major residential developments to incorporate measures to encourage residents (at all stages of life and including those with limited mobility) to spend time outdoors. The scheme accommodates these requirements by providing walking and cycling routes alongside green corridors. These both follow design lines and provide general recreational routes around the site. There are a variety of public spaces, including two areas which will have different types of play, the central green space, walking routes and the area of the scheduled monument - these areas will have seating for resting and to enable community interaction.

Promotion of sustainable travel

5.23 The NPPF (114 and 116) advise that when considering proposals it should be ensured that –

- appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- safe and suitable access to the site can be achieved for all users;
- the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code (which requires design to limit car use; promoting health and well-being; the incorporation of green infrastructure and a design that softens the visual impact of car parking).
- any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

Within this context, applications for development should:

- give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

- address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- allow for the efficient delivery of goods, and access by service and emergency vehicles; and

5.24 Neighbourhood Plan policy H21 Walking and cycling states that as appropriate to their scale and location development proposals should be designed to provide safe and convenient connections to the network of footpaths and cycleways in the immediate locality. Priority should be given to those that create or improve links between the main residential areas and key local services such as shops and schools.

5.25 Sustainable travel promotion and considering the needs of people with disabilities and reduced mobility (in the context of travel) accords with NPPF sections 114 and 166 and the Neighbourhood Plan on the following grounds -

- Cycle parking provision will accord with the outline planning permission (and LTN 1/20) with covered and secure cycle parking for all properties at a rate of 1 space per bedroom.
- There are segregated walking and cycle routes (3m wide) running east west which allow wider connectivity into the community stadium site to the east. There are improved crossings to be provided on New Lane to the west; one with a central island and one signalised crossing, providing links to schools and the city to the west.
- The internal layout and main access point design gives priority to walking and cycling at junctions.
- Street design – street trees are incorporated and attractive walking and cycling routes are provided. The main walking and cycling corridors are in a reasonably attractive landscaped setting and segregated from the road.
- Car parking is reasonably screened by landscaping and is within curtilages and courtyards; the streets would not therefore be dominated by parked cars.
- Courtyard car parking has more than 10% spaces for disabled persons.
- There is visitor parking (VP) adjacent the public open space and spaced around the site. All VP can accommodate disabled sized parking space.
- Car club spaces (2) are provided to encourage alternative to private car travel.
- Servicing – the layout has been tracked and this shows the waste collection vehicle and emergency services can acceptably access the site.

Other matters

5.26 EV charging - this is now dealt with under building regulations for this type of scheme.

5.27 Noise during construction is dealt with in the outline permission. A condition is that noise mitigation measures are approved as part of a construction management plan. The siting of temporary buildings onsite during construction is permitted development.

5.28 Drainage easements – the IDB have referred to a drain within the site and a watercourse to the west of the site (outside of the site). They note that these are not maintained by the Board and assume remain with the riparian owner to maintain. The proposed housing is located away from these drains and this issue does not raise any conflict with planning policy in respect of flood risk and drainage.

6.0 CONCLUSION

6.1 The proposed layout adheres to the parameter plans approved at outline planning permission stage. The layout design promotes active travel and health and wellbeing by virtue of its infrastructure for walking and cycling and the green infrastructure on site. The layout has distinctive character and provides suitable levels of amenity for existing and future residents. The mix of housing is appropriate, considering identified local need. The scheme accords with NPPF advice and the National Design Guide, in particular in respect of place-making and the promotion of sustainable and active travel. The scheme is also consistent with relevant policies in the Neighbourhood Plan and the DLP 2018.

6.2 Conditions are deemed necessary in respect of the landscaping and the layout, to approve detailed design in respect of boundary treatment, play equipment, planting plan (including stock sizes) and to secure the agreed types of crossings over New Lane. Other matters are already dealt with in the outline permission.

7.0 RECOMMENDATION: Approve

1 The development hereby permitted shall be carried out in accordance with the following plans and details:-

Site layout - 16 5023 01 revision M

Landscape masterplan - revision I

Landscape statement - revision A - Based on Landscape Masterplan revision I - dated 07/08/2024

House types pack - revision M dated 6.8.24

Apartment blocks revision C

Reason: For the avoidance of doubt and to ensure that the development is carried out only as approved by the Local Planning Authority.

2 Boundary treatments

Details of all boundary treatments shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the development and the works shall be carried out in accordance with the approved details.

Reason: In the interests of visual amenity, over the lifetime of the development and to ensure the retention of hedgerows at the north boundary.

3 New Lane crossing points

No dwelling shall be occupied until the following highway works (which include works associated with any Traffic Regulation Order required as a result of the development, signing, lighting, drainage and other related works) have been carried out in accordance with the approved plans:

Pedestrian (and cycle if applicable) crossings on New Lane, which shall include a signalised crossing as shown indicatively drawing 16 5023 01 M - proposed site layout (which require approval under S278 of the Highways Act).

Reason: To promote sustainable travel modes, as required under NPPF section 9 and Huntington Neighbourhood Plan policy H21 Walking and cycling.

4 Landscaping

A detailed landscaping scheme (following the principles in the approved plans) which shall illustrate the number, species, height and position of trees and shrubs and the design and location of seating shall be submitted to and approved in writing by the Local Planning Authority prior to installation and the works shall be carried out in accordance with the approved details. Any trees or plants which die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless alternatives are agreed in writing by the Local Planning Authority. (The time for installation is controlled under condition 16 of the outline planning permission)

Reason: To promote health and wellbeing and in the interests of visual amenity, and so that the Local Planning Authority may be satisfied with the variety, suitability and disposition of species within the site in the interests of the character and appearance of the area.

5 Play areas

Details of the layout, surfacing and equipment within the play areas shall be submitted to and approved in writing by the Local Planning Authority prior to

installation and the works shall be carried out in accordance with the approved details. (The time for installation is controlled under condition 16 of the outline planning permission)

Reason: To ensure that there is adequate amenity space of sufficient design, to promote health and well-being, in accordance with sections 8 and 12 of the NPPF.

6 Cycle storage

The cycle stores for the apartment blocks (plots 142-160) shall be provided with internal and external lighting and shall be provided in full prior to first occupation of the relevant plots and shall thereafter be retained for such use.

Reason: In the interests of promoting cycling, secure by design and functionality, in accordance with NPPF paragraph 135.

8.0 INFORMATIVES:

Notes to Applicant

1. Construction management

The developer is recommended to inform residents of phases of construction and works that may lead to disturbance, such as any groundworks and piling. The burial clerk at the cemetery should be consulted to minimise any impacts on the tranquillity of the cemetery.

2. STATEMENT OF THE COUNCIL'S POSITIVE AND PROACTIVE APPROACH

In considering the application, the Local Planning Authority has implemented the requirements set out within the National Planning Policy Framework (paragraph 38) in seeking solutions to problems identified during the processing of the application. The Local Planning Authority took the following steps in order to achieve a positive outcome: sought revised plans to achieve compliance with the outline planning permission, in the interests of the health and wellbeing of future residents, tree protection and amenity of surrounding occupants.

Contact details:

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