

Planning Committee 20th April 2017

Agenda Item 4a - Officer Update

16/02358/OUTM: York St John University Playing Fields, Hull Road.

Pooling of Contributions Restrictions under Community Infrastructure Levy (CIL) Regulations

Outdoor Sports Facilities - Financial contribution for outdoor sports facilities would go towards funding pitch drainage works at Osbaldwick Sports Club. One contribution has been made to this project from phase 4 of the Derwenthorpe development and as such it is CIL Regulations compliant. Feasibility work for this project has been undertaken and costs for the scheme are in the region of £80k. The project will improve the playing surface for both summer and winter sports and will increase the capacity for sport on the site.

Education - The identified projects for both are Internal Adaptations Badger Hill or Archbishop Holgate's as no further extension is possible, so will be adaptations to comply with schools legislation & curriculum requirements at the time of the development to accommodate the anticipated pupils. There are no records of Section 106 or other planning obligations for either since 2010, so zero pooling counts for both.

Highways – Proposed funding is within the 5 pooled contributions permissible under the CIL Regulations.

Two further objections raising the following point:

- Internal access points within the site are not safe
- Unacceptable increase in traffic along Hull Road
- St Johns University should maintain the land to allow it to be used as sports facilities/recreation
- Sports facilities at Haxby Road are not a reasonable trade for families with children who want to play on the site
- Noise and light pollution will scare wildlife away
- The character of the neighbourhood will be lost

Issues Arising from Committee Site Visit

Trees to Woodlands Rehabilitation Centre: Permission was granted in August 2016 for an extension to the existing facility. A number of trees would be removed from within the site but not along the boundary. Replanting would take place which is covered by the approval for the extension.

Pre-school Nursery Places: Financial contributions in connection with pre-school nursery places would be spent on sites within 1.5km of the development as opposed to city wide.

Air Quality Monitoring: Equipment is located on a lamp post along Tang Hall Lane as well as one eastbound and one westbound along Hull Road. The results taken over the last three years indicate levels well below actionable levels in terms of air quality.

Highway Network Management: The impact that the additional vehicular traffic (predicted to be generated by the 70 residential units) will have on the performance and operation of the Hull Road/Tang Hall Lane junction is quite small and not considered to be unusual in the context of the urban environment. The supporting information (in accord with nationally approved Department for Transport specifications) has assessed the current traffic situation without the development, including validation of timings, overall flows and queue lengths.

The 'with' development scenario (modelled at 2021) shows that the difference in queue lengths will be in single figures, with a maximum additional queue of 5 vehicles, on the Hull Road approach from the east direction in the morning peak hour (0745-0845). Other arms of the junction including the site access will see changes less than this. The development of 70 units will generate less than 40 additional vehicle movements (that's in and out) in both peak hour periods (and much less in between). The average 'green' time on each cycle of the traffic lights is 19 seconds on the access/Tang Hall Lane arm and as such with over 30 cycles per hour this equates to only a very small number of vehicles added to the current demand and hence the reason for the predicted marginal growth in expected queues and overall delay.

(For comparison total 2 way flows on Hull Road (east) are in the region of 1700 vehicles in the AM peak hour).