

COMMITTEE REPORT

Date:
Team: East Area
Ward: Huntington/New Earswick
Parish: Huntington Parish Council

Reference: 23/02257/REMM
Application at: Site To The West Of The A1237 And South Of North Lane
Huntington York
For: Reserved matters application for appearance, landscaping,
layout and scale of 314 houses ('Redrow Northern' Phase 1A
and 1B) pursuant to outline planning permission
18/00017/OUTM.

By: Redrow Homes Limited
Application Type: Major Reserved Matters Application
Target Date: 5 November 2025
Recommendation: Approve

1.0 PROPOSAL

Application site

1.1 The wider site relating to the outline consent relates to two parcels of land on either side of the Monks Cross Link Road (MCLR). The western parcel of land is for the built development with the eastern parcel proposed for the creation of a country park and drainage infrastructure. To the north, the site abuts North Lane although the commercial workshop at First Place is excluded from the outline consent site. Within the western parcel of land, this reserved matters application relates to an area encompassing the northwestern corner, which bounds the Monks Cross Link Road (MCLR) and its new northern roundabout to the east, as well as North Lane to the north.

The approved outline consent

1.2 Outline planning permission for residential development of the site was granted at appeal (and subsequently recovered for the Secretary of State's determination) (Ref: 18/00017/OUTM – details provided in the planning history section of this report).

1.3 The application is supported by a S106 agreement secured at the outline permission stage which covers the following matters:

- affordable housing
- education – Plan 'A' or Plan 'B' (early years/nursery and secondary education contribution and transfer of land on the site for a primary school)
- highways and sustainable transport (including bus service contribution, travel plan contribution, off-site highways mitigation measures contribution)
- on site public open space and landscape management scheme (including sports pitches, play areas, amenity open space and country park)
- contribution for Gypsy and Traveller pitch provision

1.4 The approved outline permission secured the following parameters which this reserved matter application shall adhere to:

- delivery of up to 970 dwellings (across the whole application site) (including appropriate provision of self and custom build housing and affordable housing)
- design principles of a garden village
- building heights shall not exceed 12m and shall be in general conformity with the Building Heights Parameter Plan (Ref: PL1377-VW-016-2 Issue 04)
- community facilities and social infrastructure including retail provision
- playing pitches and amenity open space
- provision of country park – to avoid increased use of Strensall Common for recreation (dog-walkers) – referred to as SANG – Suitable Alternative Natural Greenspace

Reserved Matters - Proposals

1.5 This application is for reserved matters (siting, design, external appearance and landscaping) seeking permission for 314 dwellings including 8no. self build dwellings, pursuant to outline consent (with the proposed means of access) (18/00017/OUTM), which was for residential development (up to 970 dwellings) and associated infrastructure.

1.6 This reserved matter application relates to the area of land in the northeastern corner (coloured 'purple' on the planning submission documents). To distinguish it from other reserved matters/development areas, it is referred to as 'Redrow Northern - Phases 1A and 1B'.

1.7 It has been agreed that Redrow will also develop the central southern areas (identified as Phases 3A and 3B), although reserved matters have not been forthcoming for these areas to date. The central southern areas will contain the community hub/retail and Neighbourhood Equipped Area for Play (NEAP). Bellway are the appointed second developers, who have submitted two reserved matters applications relating to the central north (3C) area as well as the southern areas (2A and 2B); these applications are currently pending consideration. There is a fifth area referred to as northern 1C, and the developer and the timeframe for the reserved matters relating to this area is uncertain.

1.8 Access to the residential development will be taken from new access off North Lane and the new northern roundabout off Monks Cross Link Road, both of which were approved in detail as part of the outline consent and for the avoidance of doubt are not for review as part of this reserved matters application.

1.9 The application was originally submitted in December 2023; however, discussions and negotiations have been undertaken with the developers in respect to the reserved matter proposals during this period. Additionally, during this period, discussions were also undertaken in respect to the agreement (discharge) of the Development Framework Document and Masterplan, which sets the location for infrastructure and key principles that the development should follow.

1.10 It is noted that during this period, there have been policy changes including an updated National Planning Policy Framework (NPPF) (December 2024) as well as the adoption of the Local Plan (27 February 2025), which the revised proposals have taken account of.

1.11 Following significant discussions and negotiations, the application has been amended since its initial submission, with the main matters concerning a reduction in the number of dwellings proposed in this reserved matter application. This phase of the development will provide 314 dwellings, which is reduced from 323 dwellings. There have also been amendments to the layout and internal access arrangements, housing schedule including affordable housing provision and landscaping.

1.12 Specifically, those amendments include the increase in the size of the greenway which splits the northern parcel in two and runs north to south and incorporates an additional Local Area of Play (LAP) to the southern end of the parcel. The quantum of trees along the street frontages have been increased to break up where the built form was previously a prominent feature and to help accord with the NPPF (para 136) which sets out that planning decisions should ensure that new streets are street-lined. A further change is that the pathways and crossing have been updated so that they are Local Transport Note 1/20 (LTN1/20) compliant along with appropriate cycle infrastructure. The provision of apartments has also been reduced. The original proposals sought two apartment blocks within the northeastern corner of the site, both providing affordable accommodation. The

revised layout now provides only one affordable apartment block (providing 6 x 2-bed flats) along with cycle and bin stores. The apartment block has been replaced with two rows of terraces, still providing affordable housing.

1.13 There is a Yorkshire Water (YW) easement in the northeastern corner of the site, and following consultation response from YW the site layout has been updated with all LAP (Local Areas of Play) features and trees removed from this easement strip.

1.14 One of the features of this northern parcel is the provision of the central greenway which shall run north to south through the site and provided a range of landscape typologies and play areas. Different types of grassland will provide benefits to local wildlife, improving biodiversity within the site and adding seasonal interest. Within the greenway, there will be 2no. Local Area of Play (LAP) positioned at the northern and southern ends of the greenway with a Local Equipped Area of Play (LEAP) positioned more centrally. The central greenway also helps to act as a modal filter, as it prohibits vehicular traffic movement from the North Lane access crossing the central greenway.

1.15 Dispersed throughout the development will be 83no. (approx.) vehicular visitor spaces, based on a ratio of one visitor space for every four dwellings. The plans provide indicative locations of and details of the proposed cycle stores for the dwellings. These have been updated with the widths of the opening for the stores increased to 1200mm wide. The cycle store for the apartment block has been extended to accommodate a non-standard cycle. Other amendments have been made to highway design following consultation responses and include cycle links (between plots 299-118 and 219-164) to increase permeability for cyclists, road radius (adjacent to plot 7), access for shared plots amended (plots 176-182) to accommodate a future bus stop south of the site, and visibility splay to plot 250.

1.16 Along with revised site layout and drawings of each house type and updated schedule, plans of the following have also been provided: landscape masterplan (incorporating play area locations and equipment); boundary treatment (including details as to how hedgehog passages will be incorporated within it); materials and surface treatment. Elevations and floor plans of the apartment building have also been provided including its cycle store. Additional revised documents have been provided:

- Supplementary supporting statement (JM070001) Dated 23 May 2025
- Sustainability Statement
- Self and Custom Build Housing Statement (JM070001) Dated 23 May 2025
- Design Code (for Self Build plots)
- Affordable housing Statement (JM070001) (Dated 23 May 2025)
- Market Assessment Report – Housing Mix
- Highways Statement (July 2025)

- Health Impact Assessment (December 2024)

1.17 Further, the applicants have submitted additional drainage information, to address objections and matters raised under this application (in conjunction with matters raised under other applications including AOD/25/00219, 24/00621/REMM and 24/00622/REMM) and specifically this information includes a drainage strategy (August 2025) by Fortem, details of existing and proposed drainage design, topographic surveys and responses to planning consultations, including from Yorkshire Water, the LLFA and Foss Internal Drainage Board. A result of the drainage strategy is that hedgerow (H7) is required to be removed to allow for the drainage easement however the existing tree adjacent to plot 234 will now be retained.

1.18 Further information has been provided by the applicant, including the layout plan to show a 3m easement to the open watercourse on the western boundary of Phase 1B and a 3m easement to the culverted watercourse on the northern boundary (phase 1A and 1B) and shows that any new buildings, fences, walls, play equipment or planting is to be provided outside of the easements, to address the objections of the Foss Internal Drainage Board (IDB). The landscape masterplan has also been updated to reflect this. The applicant has also confirmed that the drainage pipes (SW10 onwards) were solely only for the previous building and will be removed at development stage.

1.19 Overall, this phase of development will provide housing accommodation ranging from 1-bed to 5-beds with a range of house types including 2-bed apartments, 1-bed maisonettes as well as terraces, semi-detached and detached house types. The dwellings will range in height from 2 to 3 storeys, and in accordance with condition 25 of the approved outline consent, building heights shall not exceed 12m and shall be in general conformity with the Building Heights Parameter Plan (Ref: PL1377-VW-016-2 Issue 04).

1.20 Of the 314no. dwellings proposed in this parcel, 212no. dwellings will be market homes (including 8no. custom build dwellings), 94no. dwellings will be affordable housing (equating to 30%) along with the provision of 8no. self-build plots. Self-build and custom build housing includes housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual (NPPF Annexe 2: Glossary). Self-house builders will directly organise the design and construction of their new home, with custom build projects can include someone who works with a specialist developer to help deliver their new home (such as they may secure the site and manage the build).

1.21 The overall schedule of accommodation across this phase of development is outlined in the table below. The custom build house has been identified as 3-bedroom dwellings as they relate to the house types that provide 3-bedrooms,

however the number of bedrooms delivered by this type may fluctuate given the different customisation options available.

| | 1-bedroom | 2-bedroom | 3-bedroom | 4+-bedrooms | Unknown | Total |
|------------|----------------|---------------------------|--|-------------|---------|------------|
| Affordable | 10 maisonettes | 33 houses 6 apartments | 33 houses | 12 houses | - | 94 |
| Market | - | 44 houses | 94 houses (inc 8no. custom build dwellings) | 74 houses | - | 212 |
| Self Build | - | - | - | - | 8 | 8 |
| Total | 10 (3%) | 83 (26%) | 127 (40%) | 86 (27%) | 8 (3%) | 314 |

1.22 The principle and overall quantum of the proposed development and the matter of access to the site have been approved through the granting of the outline planning permission. Therefore, this application is limited to consideration of outstanding details of the design, i.e. the reserved matters of layout, scale, appearance, and landscaping, and within the scope and parameters of the outline permission and the conditions attached to it.

Environmental Impact Assessment

1.23 Officers are satisfied that the environmental information already submitted in respect of the residential development at this site is sufficient to assess the environmental effects of this development. As such, no addendum to the Environmental Statement has been sought. Nor does the submission include further information or any other substantive information that would require further publicity under the Environmental Impact Regulations 2017.

Planning History

18/00017/OUTM Outline planning application with full details of means of access for residential development of circa 970 dwellings with associated demolition, infrastructure works, open space, primary school, community facilities and convenience store on land west of Monks Cross Link Road and a country park with drainage infrastructure east of Monks Cross Link Road; Application Permitted on appeal on 14 December 2022

1.24 The outline consent is subject to a number of conditions and the details below include the applications submitted to discharge those conditions:

AOD/23/00059 Condition 10 (archaeological site investigation) of 18/00017/OUTM; details discharged 06.03.2023

AOD/24/00066 Conditions 4 (Phasing Strategy), 5 (Development Framework Document) and 27 (strategy for self or custom build plots) of 18/00017/OUTM; details discharged 07.04.2025

1.25 It is noted that the Development Framework Document (DFD) provides statements within it of the overarching strategy for the site including: statement of health impact assessment, cultural wellbeing plan, emissions strategy, report on sustainable construction, statement of crime prevention and site wide design coding.

AOD/24/00215 Condition 7 (Preliminary Ecological Appraisal) of 18/00017/OUTM; details discharged 08.04.2025

AOD/24/00068 Condition 8 (Strategic Biodiversity Management Plan) of 18/00017/OUTM; details discharged 13.08.2025

AOD/24/00219 Condition 20 (site wide strategy for foul and surface water drainage) of 18/0017/OUTM; Pending Consideration

1.26 A further two RM applications have been submitted which relate to the southern phases of development. The applicant for these applications are Bellway and officers are continuing negotiations with the developer. The details include:

24/00621/REMM Reserved matters application for appearance, scale, layout and landscaping of 166no. dwellings (Central North Phase 3C) pursuant to 18/00017/OUTM; Pending Consideration

24/00622/REMM Reserved matters application for 271no. dwellings (Southern Phases 2A and 2B) relating to scale, layout, appearance and landscaping pursuant to 18/00017/OUTM; Pending Consideration

1.27 It is noted that a planning application has been determined relating to the site excluded from the application site, at First Place:

25/00278/FUL Erection of 5no. dwellings after demolition of workshop; Application Refused 11.04.2025

2.0 POLICY & LEGISLATIVE CONTEXT

Planning and Compulsory Purchase Act 2004

Application Reference Number: 23/02257/REMM

Item No: 5a

2.1 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires that an application is determined in accordance with the development plan unless material considerations indicated otherwise.

2.2 The development plan is the City of York local Plan and the Huntington Neighbourhood Plan.

Local Plan

2.3 The Local Plan was adopted on 27 February 2025. The Local Plan policies relevant to the determination of this application are:

| | |
|-----|--|
| H3 | Balancing the Housing Market |
| H4 | Promoting Self and Custom House Building |
| H10 | Affordable Housing |
| D1 | Placemaking |
| D2 | Landscape and Setting |
| GI4 | Trees and Hedgerows |
| T1 | Sustainable Access |

2.4 Also of relevance to this application is the Local Housing Needs Assessment by Icení (July 2022), which is an evidence base to the Local Plan.

Huntington Neighbourhood Plan

2.5 The Huntington Neighbourhood Plan is adopted (July 2021) and covers the period 2017 to 2032/33. Policies most relevant are:

H1 Meeting Housing Need

- The policy states that as appropriate to their scale, nature and location development proposals for new residential development should:
 - provide for a mix of housing sizes, tenures and types specifically to meet identified and evidenced current housing needs, in accordance with policies H2 and H3
 - provide for a range of recreational, sporting and community facilities, including children play areas where appropriate, to meet existing and future needs
 - 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

- result in development of the highest quality design and highly energy efficient, with appropriate low carbon technologies

- H2 Housing mix in new housing development proposals

Developments should provide for a mix of housing types, sizes and tenures to meet identified housing needs 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 need will be particularly supported.

- H3 Affordable housing provision and mix

Housing development proposals should comply with, and wherever possible exceed, City of York Council requirements with regard to the provision of affordable housing. The focus for the delivery of affordable housing should be on the provision of social housing and affordable homes that are suited to the needs of older people and young people and families.

- 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.

National Planning Policy Framework (NPPF)

2.6 The NPPF sets out the government's planning policies for England and how these are expected to be applied. Its planning policies are material to the determination of planning applications. The Framework sets out that the purpose of the planning system is to contribute to the achievement of sustainable development (Paragraph 7). 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 (paragraph 8).

2.7 The sections of the NPPF that are considered to be of relevance to this planning application include: 5) Delivering a sufficient supply of homes, 9) Promoting sustainable transport and 12) Achieving well-designed and beautiful places.

3.0 CONSULTATIONS

INTERNAL

Community and Self Build Officer

3.1 Custom build plots- happy with the location of these and the proposed flow chart demonstrating how the custom build offering will work.

3.2 Self-build plots – happy with the location of these. There appears to be a reasonable mix of sizes. There is very little details as to how they will be servicing the plots and presume this will be provided in the plot passports associated with the individual plots.

3.3 As these plots will be accessed from a shared driveway that will be constructed to base course and the self-builders will be responsible for completing the final surfacing works, it is expected to see this additional responsibility on the purchasers reflected in the sale price for the plots.

3.4 As the applicant has not provided timescales for when these plots will be available, I would ask that there is either an extended time for the Reserved Matters to be submitted for these plots or the LPA would need to accept that these plots will require a detailed planning application once they are sold. If the latter is accepted, I would hope that the design code and any plot passport submitted as part of this RM could be honoured.

Design and Conservation (Ecologist)

3.5 Initial comments (received December 2023) outlined that the application needed to demonstrate biodiversity enhancements such as bat and bird boxes with such features being integrated rather than add-ons and considered as part of design. Similarly, the provision of hedgehog access points through new fencing should be considered as part of boundary treatment.

3.6 Updated comments were received August 2025 following information provided by the applicant that specific details regarding biodiversity enhancements (including bat and bird boxes, and hedgehog gaps in fences) would be submitted as part of discharging condition 9 (Biodiversity Management Plan) as their location is usually determined by an Ecologist.

3.7 Most types of bat and bird boxes (in the case of swift/swallow boxes) can either be integrated or mounted externally and there is no technical preference for either choice, just a matter of aesthetics for the houses. Tree mounted boxes will be a different specification to the building mounted ones, if there are any proposed for the retained existing trees.

3.8 The hedgehog specification (passages within fences and brick walls) looks fine. Concerns are raised to securing these features long-term for private gardens and whether there was a way to enforce against a homeowner sealing it up. The detail would be in the exact locations proposed.

Design and Conservation (Landscape Architect)

3.9 There are some areas of the site that could have been improved; LAP within the heart of the NE quarter of the phase which would benefit orientation and sense of place and be more accessible for this most dense part of the site; a greater set back from the northeast boundary would have had a more robust context and softer relationship with the outer ring road.

3.10 There are many merits to the proposed site layout and landscape masterplan such as the central green corridor, the areas of equipped play, the street tree planting within grass verges (on the whole), the set back from North Lane.

3.11 Safe crossing is created at the proposed northern roundabout but the quantity and speed of traffic on MCLR will create a barrier between the two, to a degree. Any additional landscape measures that would assist in slowing traffic down and giving an impression of driving through a residential area rather than along a branch of the outer ring road could help to reduce this effect. Tree planting in the centre of the roundabout should be included.

3.12 Details for tree planting particularly within very narrow planting beds and at road junctions would preferably be provided now to be sure that they are deliverable. I strongly recommend that the crossovers within the verges be surfaced in small paving units, or at least a contrasting finish, to provide visual continuity of the verges containing the street trees and reduce the visual harm of the cumulative extent of tarmac across carriageway, cross over, footpath and driveways.

3.13 I would encourage the replacement of the mass of close-boarded timber fencing at the bottom of the back-to-back rear gardens with a greener solution, such as instant hedging, or at least with the provision of climbers.

3.14 The proposed development manages to retain a large proportion of existing trees and hedgerows throughout through the incorporation of green corridors. Nonetheless there is a loss of existing hedgerows and some trees, so those that are retained should be robustly protected (a pre-commencement condition to secure appropriate measures should adequately cover this item).

3.15 All play areas should be 'inclusive' in the broadest sense of the word; their location and general approach and the landscape which they sit is supported. The detail would need altering and agreed under the conditions attached to the outline approval.

3.16 The planting schedule is largely supported; there is scope for change within a detailed planting plan, which is also to be submitted and agreed through a landscape conditions attached to the outline approval.

Education

3.17 Accept the revised plans on the understanding that safe, paved and lit footpaths will provide access to Huntington primary and secondary schools prior to first occupation.

Highways Network Management

3.18 Observations include:

- paths through the landscaped areas seem narrow and below 2m wide. Material (crushed aggregate is not an inclusive material)
- visitor car parking spaces are shown within the drives which are proposed to remain private
- missing links and crossing facilities in some locations
- there is car dominated sections
- the main shared cycle/walking route on the spine road appears to conflict with many driveways
- Cycle stores – the sheds won't be sufficient size for the quantum of bikes required and the door sizes will make access to the bikes really awkward
- access routes to the cycle storage is generally too narrow for bikes to be taken in and out comfortably
- the apartment cycle storage shelter is too small (requires 1m spacing between Sheffield stands) and LTN1/20 requires some parking spaces for adapted cycles and cargo bikes
- we still have the issue of poor Public Transport coverage for the North West of the site; the site is supposed to deliver a 15% public transport mode share.

Housing

3.19 306 homes (excluding self-build units) are proposed in this reserved matters application. 94 of these, or 30% would be affordable meeting the requirement for a greenfield site required by Policy H10 and within the S106. Also set out in the S106 agreement is that 80% of the affordable housing should be social rented and 20% discount sale tenure.

3.20 The layout of the proposals reflects the principles of distribution throughout the site.

3.21 Affordable housing mix and types – the overall proposed mix and types are accepted. It is welcomed that 2-bed affordable homes are provided as family houses

with individual access, curtilage and gardens. The housing mix is supported as it reflects the LHNA expectations for a suburban site of this typology.

3.22 The application should make clear the approach to meeting the expectation of Policy H9 and appropriate provision of accommodation types for older persons.

Lead Local Flood Authority

3.23 The amended and/or new information does not include any further flood risk and/or drainage information beyond what was assessed before making comments in January 2025, and therefore our comments and recommendations remain the same.

3.24 We have been in discussions with the Applicant with a view of agreeing an 'in principle' foul and surface water drainage strategy for the site. This has not yet been submitted as part of this application and are therefore unable to make any further comments.

Lifelong Learning and Leisure

3.25 Any response will be verbally reported.

Public Rights of Way (PRoW)

3.26 No comments to make as there are no recorded PRoW in the vicinity of the development boundaries.

Public Protection Unit (PPU)

3.27 No information has been submitted in respect to the conditions pertaining to noise on the outline consent (conditions 13 and 14) nor has any information been submitted in respect to a condition pertaining to a CEMP on the outline consent (condition 12).

3.28 Contaminated Land – Further investigation of the former farmyard and commercial areas of the site is required and if unacceptable risks are identified, then remediation and verification work required, as required by conditions 15, 16, 17 and 18 on the outline consent.

3.29 Air Quality – Electric Vehicle (EV) Charging – PPU welcome the installation of EV charging points for all residential units (dwellings and apartments). They will be either externally mounted on dwellings or mounted on a post. Condition 23 requires full specification and timescales for the delivery for the EV charge points.

Strategic Planning Policy

3.30 Initial comments received in February 2024, with the most recent comments received July 2025, which cover the revisions in the latest version of the planning application.

- The revised scheme includes provision of 94 affordable units equating to 30% as set out in Policy H10 (Affordable Housing). Further guidance should be sought from the Council's Housing Team regarding the split of tenures and distribution to ensure compliance with the Council's overall affordable housing requirements.
- Inclusion of self and custom build which equates to 2.5% self-build and 2.5% custom build.
- The application is supported by a Health Impact Assessment – a view on it should be sought from the Council's Public Health Team. The Assessment concludes that all issues have positive impacts, except for Air Quality & Noise, some elements of Transport and some elements of Environment, which were neutral impacts. No issues were considered to have negative impacts.

3.31 Other issues the DM officer should consider:

- Policy SS10 (Land North of Monks Cross) - provides the overall key principles for delivery
- Cultural wellbeing plan – demonstrate how the stated criteria in Policy D3 (Cultural Provision) have been addressed
- open space provision and assessment against Policy GI6 (New Open Space Provision)
- Emissions strategy – assessment against policy ENV1 (Air Quality)

EXTERNAL

Huntington Parish Council

3.32 Objection comments received December 2023 raising the following:

- we insist that prior to the first reserved matters application being approved, the DFD is approved. It is unfair to ask the Parish Council to comment in such a short timescale without sight of the final and approved DFD. The Phasing Strategy can be agreed prior to development starting, but realistically is required before the application can be properly considered by Councillors.
- North Lane is not adequate for the proposed increase in volume of the traffic (accommodating approximately a third of the sites traffic). The North Lane improvements should be delivered before any houses are occupied.
- Education – when will the new Primary school be built, and by whom. How will children be accommodated in the meantime.

- Lack of Garth Road route (contrary to what was promised on the first Parish briefing with the Developers) making it difficult for pedestrians and cyclists to get to school
- If these dwellings are constructed first, will there be an access created to the Woodland Way link or will the entire pedestrian/cycle traffic be expected to use North Lane.
- All construction traffic must be banned from using North Lane and site traffic and site work hours must be within an agreed time period (e.g. 08:00 – 17:00) and strictly enforced.

Active Travel England (ATE)

3.33 Conditional approval – recommend approval subject to the agreement and implementation of planning conditions including

- a suitable quantum of cycle storage and associated provision in accordance with Chapter 11 of LTN1/20. This supports the applicant's 'Proposed Cycle Store Plan'
- ATE also advise that this phase of the development ensures that the proposed pedestrian and cycle links and the updated landscape masterplan are in alignment with relevant policy guidance including LTN1/20 and inclusive mobility.

Environment Agency

3.34 No objections or comments to make.

Foss (2018) Internal Drainage Board (IDB)

3.35 Objection: on site it is evident that there are a lot more watercourse and pipes than have been noted by the developer on their existing drainage plans. We require a full site investigation before we will review any drainage strategy or reserved matters applications as we need to understand where there are watercourses or pipes so we can decide what needs an easement. Therefore, we cannot agree a proposed site plan.

3.36 Following submission of amended drainage plans and information, it has been agreed there are watercourses/culverts that will need a 3m easement:

1. Open watercourse on the western boundary of phase 1B – this will need a 3m easement from the bank top
2. Culverted watercourse on the northern boundary of Phases 1A and 1B – this will need a 3m easement from the edge of the culvert.

3.37 For both of these watercourses, the Board requests that there are no new buildings, structures, fences, walls, planting or hardstanding to ensure that there is sufficient room for maintenance works to the watercourse by the riparian owner, and to try and prevent subsidence/movement to the water course. The Board therefore maintains their objection although outline that they are awaiting the updated landscaping plan, which may facilitate removal of their objection. The Foss IDB have been re-consulted on the updated landscape masterplan, and Members will be updated of any response at the meeting.

3.38 The Board agrees to the principle of access roads crossing over the watercourses.

3.39 Agreement to the applicant's assertion that the drainage pipes (SW10 onwards) were solely for the previous building and will be removed at development stage.

National Highways

3.40 No objection.

Natural England

3.41 Insufficient information provided – please provide:

- phasing strategy
- final version of DFD (containing details of the Country Park)
- Preliminary Ecological Appraisal
- Suitable Alternative Natural Greenspace (SANG) Management Plan

3.42 Officers note that Natural England are not statutory consultee on reserved matters applications. The requested information are matters that will/have been addressed through the conditions of the outline consent, where there is not usually third-party involvement. It is noted that the agreed Development Framework Document (DFD) (which includes the phasing strategy) has now been submitted to accompany the application documents.

Police Architectural Liaison Officer

3.43 The overall design and layout of the proposed scheme is considered acceptable.

Yorkshire Water

3.44 No objection. Adequate provision for the protection of the existing 1200mm diameter ductile iron raw water main which crosses the northeast red line site boundary has been addressed. The inclusion of a 30m protected strip over the line

of the water main with no change in levels or planting other than wildflower meadow is acceptable.

4.0 REPRESENTATIONS

Ward Councillors (Cllr Orrell, Cllr Runciman and Cllr Cullwick)

4.1 Updated comments received May 2025 citing the following concerns:

- the housing development should be community led and local support was for all access to the site should be from Monks Cross Link Road; this has been ignored
- the Inspector allowed access from/to North Lane (which is a narrow lane unsuitably for the large number of vehicles that is proposed to use it) but did not specify the number of dwellings that this access should serve, and it is now in the power of our Council to do so now
- the application should not come to Committee until the critical conditions are detailed
 - Condition 31 relates to the access to the access arrangements for North Lane and these details should be available for the Planning Committee (as well as a site visit) to consider whether North Lane is suitable to allow access for over 300 houses.
 - these details should also show that the applicant controls all the land needed to facilitate the changes – we are not convinced that this is the case
- Lack of regular engagement with Ward and Parish Councillors and therefore we believe that this should be conditioned
- School – still doubt about the need for a new primary school due to birth rates falling
 - what happens to the S106 money if a school is not built
 - what would happen to the community facilities that the school was to provide and the land that was allocated for the school, if it was not built
 - children will have to travel to other schools in the area and inevitably involve car journeys or dangerous trips along North Lane.

4.2 Initial comments that were raised in December 2023 that are not mentioned above include:

- Inspector's report is silent on the sustainable building standards of the housing; it is important that the committee condition the most stringent measures possible
- the biodiversity requirements need to be carefully monitored over the duration that the development takes
- the social and affordable housing requirements are monitored closely to ensure that they are met in full
- Garth Road access route – the developers went to considerably lengths at the Public Inquiry to argue that this route was not necessary – the failure to provide this route will inevitably result in more car journeys

- Buses will not use North Lane as an exit – it is unclear in relation to the layout of the properties how far from the bus stops the houses will be – it may make it very difficult for people with disabilities to access buses.
- Construction Access – allowing non-HGV vehicles to use North Lane which is already congested, and additional vehicles cause more problems.

Officer response

4.3 As this is a reserved matters application, a great deal of the issues have been previously considered and are covered by conditions imposed upon the development by the Planning Inspector. It is not appropriate to seek to reconsider these as part of the current reserved matters application.

Officer comments in respect to some of the matters raised above, not covered elsewhere in this report:

4.4 The outline application was submitted for access via a new junction off North Lane, as well as two new roundabouts on the MCLR. The plans of these access arrangements were accepted and are 'approved' plans. Condition 31 requires further details to be submitted in respect to works to pedestrian and cycling facilities to link to existing facilities and speed management measures, although they shall generally accord with the approved plan relating to North Lane. Additionally, these details are only required prior to the commencement of the works to North Lane, which the phasing strategy has outlined will commence in Year 2 following the northern and southern roundabouts.

4.5 In regard to the number of dwellings the North Lane access should serve, it was agreed in the appeal (public inquiry) that the access could serve up to 300 dwellings. A modal filter has been applied to the access road from North Lane, which prohibits vehicular traffic movement across the central greenway which runs north-to-south centrally through the northern parcel. As a result, only 217 dwellings of the 314 to be delivered through this reserved matter shall be served by the North Lane access. The northern roundabout on the MCLR would provide access to the remaining dwellings within this northern parcel. It is noted that this North Lane access would also serve the dwellings in a separate reserved matter area identified as 'Northern 1C', and whilst plans have not been forthcoming yet, initial discussions indicated that this area could provide circa 45 dwellings, and therefore cumulatively would still be below the 300 dwellings threshold. The Inspector did not consider that the proposed access would be harmful to highway safety and did not consider it necessary to specify the number of dwellings this access could serve. Officers note that the outline consent (including means of access) is the grant of planning permission and matters that have already been decided in principle at the grant of outline planning permission cannot be re-visited when considering the reserved matters.

4.6 Further, in respect to the Councillor's assertion regarding the ownership/ control of land, this would have been dealt with under the outline application, through the serving of notice on landowners, where the land required for the development is not within the applicant's ownership. It is the responsibility of the applicant to ensure that they have the necessary agreements/ownership matters in place prior to start of construction. Where any land is public highway, the applicant and Highway Authority may enter into a S278 agreement which enables works to be undertaken within the public highway.

4.7 The applicant has included a Statement of Community Involvement which outlines that a meeting has been held with the Parish Council to provide them with an update on the proposals for the next stages and an agreement was reached to set up a 'Steering Group' and that steering group meetings have taken place with further to be scheduled. There is no requirement for regular engagement agreed under the outline consent, via conditions or within the S106 legal agreement, and such conditions cannot be now placed on this reserved matters approval.

4.8 School – within the Section 106 legal agreement, it was agreed that there were two options relating to the primary school; Plan A for on-site provision and Plan B relating to alternative educational facilities (contributions for expansion at an existing primary school). The presumption is that the development should include a 1.5fe primary school and adjoining early years nursery (Plan A). However, there is a clause contained within the S106 meaning that prior to occupation of more than 200 dwellings, the Local Authority is able to review Plan A (should new provision be deemed in future years, by the Local Authority, or changes in legislation, to be unviable and undesirable) meaning that Plan B could be implemented. A decision in respect of the Council's alternative provision is to be made prior to occupation of 301 dwellings. The S106 outlines the contributions required by the applicant if Plan B is agreed.

4.9 In terms of the community facilities that the school was to provide, if Plan A is not implemented, the Local Planning Authority will negotiate with the developer how best to deliver the community facilities, which could be forthcoming through future reserved matter applications. Condition 36 of the outline content requires a scheme of community use prior to the occupation of the school site.

4.10 In terms of a lack of sustainable building standards, the DFD has sections contained within it setting out an emission strategy and report on sustainable construction (section 13 and 14). There is no condition within the outline consent relating to achieving higher environmental standards than those contained in the current Building Regulations (other than non-residential buildings achieving BREEAM 'Excellent'). This is because the Inspector (Para. 122, Report APP/C2741/W/21/3282969) made it clear that such a condition would have no purpose because the Building Regulations will have changed, requiring higher standards, by the first time the first houses could be constructed.

4.11 In respect of biodiversity requirements being monitored over the duration of the development, conditions 8 and 9 require submission of a site-wide Strategic Biodiversity Management Plan and detailed Biodiversity Management Plan for each phase, in order to protect habitat and species within the site and to achieve biodiversity net gain.

4.12 Condition 12 of the outline consent requires a Construction Environmental Management Plan (CEMP) to be submitted for each phase and within it include details of HGV routes that avoid the main existing Huntington settlement. Any further restrictions beyond would access by HGVs would be unreasonable, failing the tests of a planning condition.

Neighbour Notification and Publicity

4.13 The application has been advertised by site and press notice and neighbour notification. 3no. letters of representation have been received from the occupiers of No's 44 and 46 North Moor, and 7 Pollard Close during the initial publicity period (January 2024) and cite the following concerns/objections:

- the proposed walking and cycle route on Garth Road would negate vehicle access to the rear of properties on North Moor - this access has been used for over 30years and provides the only off-road parking for property
- no objection to the building of proposed new houses
- application should be withdrawn without sight of the final/approved DFD
- clarity required over phasing of school; school places over the construction period
- has school demand been adjusted to take into account the different mix of housing
- how will the children get to school
- reference made to vehicle/pedestrian access to Garth Road which is incorrect
- delivery of pedestrian and cycle links along North Lane prior to construction of houses?
- what work has been done to establish bus provision and how services will be delivered over the lifetime of the development
- has the impact on local Doctors and health services been assessed?
- are local shops included within the scheme?
- will all construction traffic be banned from using North Lane?

Officer response

4.14 Officer comments in respect to some of the matters raised above, not covered elsewhere in this report because they are not for consideration as part of this reserved matters application:

4.15 In respect to Garth Road (which has also been raised by the Ward Councillors (Cllr Orrell, Cllr Runciman and Cllr Cullwick)) there are no plans for Garth Road to be formally used as a pedestrian/cycle path to serve the development. Therefore,

there will be no impact upon existing residents having access to the rear of their properties on Garth Road.

4.16 In terms of bus provision, the S106 legal agreement has secured a developer contribution to fund an extension to an existing bus service for five years.

4.17 Within the Secretary of State of Inspector's decision no reference was made to health infrastructure and planning obligations were deemed not to be necessary nor secured. The current reserved matters application is supported by a Health Impact Assessment, in line with LP policy HW7, which are a means to assess the potential health risks and benefits of new development, promoting the development of actions and mitigate negative impacts and maximise community benefit, they are not solely focussed on medical facilities.

4.18 The outline consent includes the provision of community facilities and social infrastructure including retail provision. A condition on the outline consent requires a scheme to be submitted. It is also noted that the location of these facilities are within the central southern area (3A and 3B) thus details will be forthcoming at a later date.

4.19 Matters concerning the school, access to local school(s) delivery of pedestrian/cycle links to North Lane and construction traffic using North Lane have been addressed above in response to the Ward Councillors objections and have already been addressed in the outline consent. Such matters cannot be reviewed as part of this reserved matters application.

5.0 APPRAISAL

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

- Site allocation
- Internal circulation routes
- Appearance
- Scale
- Layout
- Landscaping
- Schedule of accommodation
- Ecology
- Public Sector Equality Duty

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
- Promotion of sustainable travel
- Archaeology
- Design – approved parameter plans informing the general layout and distribution of land uses and building heights
- Ecology – increase in site wide Biodiversity Net Gain (BNG) and an associated landscape and ecological management plan
- Drainage
- Public Protection – noise, land contamination, air quality
- Residential amenity
- Sustainable Design and Construction
- Construction management
- Phasing / delivery of development
- Planning Obligations – affordable housing, education, highways and sustainable transport, on site public open space and landscape management and Gypsy and Traveller pitch provision (contribution).

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 that are the subject of this application – appearance, landscaping, layout and scale. Access was a reserved matter in the outline permission with the vehicle access points into the site (an access from North Lane and two new roundabouts off the Monks Cross Link Road), as well as the pedestrian connections via Woodlands Way, North Lane and Monks Cross Link Road fixed by the outline permission.

Site Allocation

5.5 Policy SS10 and Policy H1 of the Local Plan states that the Land North of Monks Cross (ST8) will deliver approximately 968 dwellings at this urban extension development. In addition to complying with the policies within this Local Plan, the site must be master planned in accordance with the following key principles:

i. Protect and, where appropriate, strengthen existing boundary features that are recognisable and likely to remain permanent. Where the site's boundary is not defined by recognisable or permanent features it should be addressed through the

masterplan and design process in order for strong and defensible Green Belt boundaries to be created and secured.

5.6 The site has three permanent and recognisable physical boundaries; North Lane / hedges (to the north), Monks Cross Link Road / post and rail fence (to the east) and Monks Cross Retail Park to the current edge of the main urban area (to the south). The western boundary follows a hedge line along the northwestern side. South of this however there are some areas with no physical boundary. The western boundary has been stepped and is generally one or more field boundaries away from the existing built-up residential boundary of Huntington.

5.7 This reserved matter application generally sites within the northeastern corner of the site where the site incorporates the North Lane and Monks Cross Link Road boundaries. These boundaries will continue to be protected and strengthened through the landscape proposals and green infrastructure including buffer strips.

ii. Create strategic landscape buffering along the existing road network that borders the site. This will retain key views towards the Minster, as well as to the north, that should be preserved.

5.8 The landscape masterplan shows buffer strips along both North Lane and MCLR. The northeastern corner will also provide an informal pedestrian access around the edge of the site's boundary within these buffer strips. The landscaping buffers will allow for well-designed views through the development at key points rather than attempting to screen the whole development. The set back from the MCLR provides enough space to create a treed frontage, with dwelling addressing this main road.

iii. Include an appropriate landscape treatment adjacent to the link road, with landscaping where appropriate, to protect the setting and character of York.

5.9 As above, the landscape masterplan for the northern parcel indicates landscaping adjacent to the MCLR, which will protect the setting and special character of York.

iv. Provide a new green wedge to the west of the site, south of Garth Road, to play an important role in protecting ecological assets, safeguarding the historic character and setting of the city and conserving on-site heritage assets including Ridge and Furrow, archaeology, hedgerows and trees that contribute to the setting of Huntington. It should be linked into the development at Windy Ridge/Brecks Lane. The provision of the new green wedge to the west of the site will also create an appropriate setting for the existing village of Huntington, allowing Huntington to maintain its identity and not sprawl outwards, with ST8 forming a new contained neighbourhood within the main urban area.

5.10 The masterplan indicates a green wedge to the west of the site, in the form of playing fields and amenity open space. There will be a new pedestrian and cycle link to Woodland Way with the southwestern corner of the site indicated to be open, providing a link to the Windy Ridge/Brecks Lane development, however these areas fall outside the scope of this reserved matter application.

5.11 In terms of archaeology, hedgerows and trees, conditions 7, 8, 9 and 10 of the outline consent would protect habitats and species within the site as well as protecting the significance of as yet unidentified archaeological remains which may exist on the site.

v. Increase biodiversity and connectivity with the natural environment. The site intersects with local green infrastructure corridors and contains some trees with protection orders. There are opportunities for this site to interconnect with existing green infrastructure corridors, and to integrate a scheme throughout the site, which should be exploited.

5.12 The northern parcel will provide the majority of the greenway, running north to south through the site providing a range of landscape typologies and play areas. Different types of grassland will provide benefits to local wildlife, improving biodiversity within the site and adding seasonal interest. Conditions 7, 8 and 9 will also assist in increasing biodiversity and the natural environment throughout the site and in individual reserved matters.

vi. Provide a detailed site wide recreation and open space strategy and demonstrate its application in site masterplanning. This must include:

- Creation of a new open space on additional land to the east of the Monks Cross Link Road (as shown on the Policies Map as allocation OS8). This land remains in the Green Belt. Traffic calming measures should be provided along Monks Cross Link Road alongside the provision of pedestrian footways and safe crossing points. Ecological mitigation is also required on land to the east of the Link Road.*

- Open space provision that satisfies policies GI2a and GI6.*

5.13 Within the wider development there will be a new country park (informal open space) to the east of the Monks Cross Link Road in accordance with the parameters set out at outline (including S106 legal agreement) and the policy map within the Local Plan. It would reduce the impact of recreational pressures on Strensall Common Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI).

5.14 Within the northern parcel related to this reserved matter application, the greenway will provide open space for recreation and amenity. Across the remainder of the site, and outside the boundary of this application for approval of reserved

matters, there will be other open spaces for recreation and amenity including playing pitches, NEAPS and other playing areas (LAPs and LEAPs) and pocket parks.

5.15 The Council's Landscape Architect has outlined that it would be helpful if additional speed-reducing landscape measures could be applied to MCLR to change the character of this road to one that passes through a residential area, rather than an extension of the outer ring road. A Traffic Regulation Order (TRO) is agreed as part of the design which will see the vehicles speeds along the MCLR reduced to 40mph, and along with the planting, will assist in changing the character of the road, within this setting.

5.16 Formal foot and cycle links to the country park are to be provided from both roundabouts approved under the outline consent and a further informal link adjacent to plots 83 and 92 shall be provided, although this does not offer attractive nor safe transitions for pedestrians or cyclists. The applicant has advised that they are unable to introduce any additional formal crossings across MCLR, with formal crossing points kept to a minimum to prevent people crossing the full width of the road.

5.17 Additionally, the Council's Landscape Architect has outlined that the landscape proposals for the centre of the new roundabout should not be overlooked. Officers and applicant have agreed that this falls outside of the current and potentially other reserved matters boundaries. Condition 6 of the outline consent sets out landscaping details that require approval and this condition can be used to agree to the landscaping details for this roundabout.

vii. Provide new social infrastructure which meets the needs of future residents of ST8 and, where viable, surrounding communities, including local retail, health, community space, educational facilities and sports provision.

5.18 Social infrastructure has been secured via conditions attached to the outline consent, although it is acknowledged that the majority of these shall be delivered in other areas of the site. The central southern area (3A and 3B) will contain the community hub/retail and NEAP.

viii. Deliver a new primary school in an accessible location (to be assessed further based on generated need) as well as providing appropriate contributions for nursery and secondary education.

5.19 The masterplan identifies a suitable location for an on-site primary school and the S106 legal agreement provides for plan A (on-site provision) and plan B (alternative educational facilities including contributions for expansion at an existing primary school). The presumption is that the development should include a 1.5fe primary school and adjoining early years nursery (Plan A). However, there is a clause contained within the S106 meaning that prior to occupation of more than 200

dwellings, the Local Authority is able to review Plan A (should new provision be deemed in future years, by the Local Authority, or changes in legislation, to be unviable and undesirable) meaning that Plan B could be implemented. The S106 outlines the contributions required by the applicant if Plan B is agreed.

ix. Provide new site access from Monks Cross Link Road with no new direct access to the A1237.

5.20 This is adhered to; two new vehicular accesses will be from the Monks Cross Link Road.

x. The transport and highway impacts of the development should be assessed individually and cumulatively with sites ST7, ST9 and ST14. Where necessary proportionate mitigation will be required.

5.21 This has been achieved through the outline consent. The S106 agreement includes provisions to address the possibility that the York Outer Ring Road (YORR) dualling scheme does not happen. Mitigation works and financial contributions have been identified at each four roundabout junctions, including the Monks Cross Link Road roundabout junction.

xi. Deliver high quality, frequent and accessible public transport services through the whole site including facilitation of links to local employment centres and York City Centre. All measures proposed to support public transport use should be identified and agreed as part of a Sustainable Travel Plan which has an overall aim to achieve upwards of 15% of trips by public transport.

5.22 The outline consent secured funding (secured via the S106 legal agreement) to extend an existing bus route to pass through the centre of the site, along a spine road linking the two proposed roundabout on the MCLR. The funding has been agreed for a period of 5 years, by which time it is anticipated that the service would become self-sustaining.

5.23 Highway officers have however continued to raise concerns that there is an issue of poor coverage of public transport for the northwestern part of the site, which may impact upon the delivery of achieving upwards of 15% of trips by public transport. These general matters regarding the promotion of sustainable transport and public transport, in line with the NPPF have already been covered by the Inspector's decision and the decision of the Secretary of State. Para. 168 of the Inspector's report (APP/C2741/W/21/3282969) concludes that the "proposal has identified and pursued opportunities to promote walking, cycling and public transport use, through attractive and well-designed pedestrian and cycle links, off-site pedestrian and cycle facilities, off-site traffic calming measures to support sustainable transport choices by new residents."

5.24 It is the requirement of the reserved matters applications to ensure that focus is on securing features/measures that encourages the modal shift and promotes the opportunities presented in the Travel Plan i.e. shelters and stops on the bus route, two-way bus route and ensuring that the pedestrian and cycle links within the site (to encourage use of the bus route) are attractive and well-designed.

5.25 The Development Framework Document sets out that the bus route shall have capacity for buses to go in either direction, with the carriageway wide enough for two buses, unless otherwise agreed through subsequent reserved matters applications. The appendix to the DFD provides indicative bus stop locations and design principles. Accessibility to the bus stops will be covered under the 'access' section below.

xii. Provide enhanced safe and integrated pedestrian and cycle routes to the existing available facilities at Monks Cross to maximise the site's sustainable location. The site is bordered by existing road infrastructure to enable access onto the site but further strategic connections for pedestrian and cycle routes would be required.

5.26 As well as providing a pedestrian /cycle link from the southern MCLR roundabout to Monks Cross Drive there would be an extension to the pedestrian and cycling facilities along Monks Cross Drive from the site, past Alpha Court to and existing crossing near Sainsbury's. The Inspector (para. 170, Report APP/C2741/W/21/3282969) outlined that the proposal would "provide access from the MCLR, ...and provide safe and attractive pedestrian and cycle routes to Monks Cross."

xiii. Maximise pedestrian and cycle integration, connection and accessibility in and out of the site and connectivity to the city and surrounding areas creating well-connected internal streets and walkable neighbourhoods.

5.27 The Inspector (para. 176, Report APP/C2741/W/21/3282969) in the appeal discussing transport concludes that "Opportunities for travel on foot, cycle, or bus have been considered and appropriate provision has been made, consistent with those policies in the Framework that seek to promote sustainable travel."

5.28 In addition, the Inspector (para147, Report APP/C2741/W/21/3282969) considered that it is important to take into account the facilities that would be provided on site; the application is in outline so walking and cycling routes within the sites are not fixed at this stage. However, walking and cycling routes will be considered in more detail in a proposed Development Framework Document and revised masterplan, and would provide for a comprehensive design framework as a basis for detailed reserved matters submissions for individual phases. Subject to the design process, the facilities within the site should be reasonably accessible to new residents by walking and cycling.

5.29 Cycle routes are provided through the site along the primary and secondary streets including the access from North Lane and the spine road, which links the two new roundabouts on the MCLR, as well as further within the southern part of the site to Woodland Way. The cycling infrastructure has been designed to follow and achieve LTN1/20 principles. The pedestrian routes include provision along primary and secondary streets as well as tertiary streets, which are laid out as typical 'shared spaces'. This is further explored within the access section.

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

5.30 The location of the three vehicle access points, including an access from North Lane and two new roundabouts off the Monks Cross Link Road were fixed at outline stage. This is in addition to three pedestrian and cycle links to the site and includes along the site frontage from the North Lane access to the edge of Huntington, along the site frontage from the southern Monks Cross Link Road roundabout to Monks Cross Drive and from the southwest corner of the site to Woodland Way

5.31 The Inspector's report (para. 168, Report APP/C2741/W/21/3282969) outlined that the proposal has identified and pursued opportunities to promote walking, cycling and public transport use, through attractive and well-designed pedestrian and cycle links, off-site pedestrian and cycle facilities, off-site traffic calming measures and measures to support sustainable transport choices by new residents."

5.32 Within the site, there is a clear hierarchy of street types; the northern part of the spine road (connecting the two roundabouts on MCLR) form a formal boulevard and the access off North Lane an informal avenue, then there are a number of residential /shared streets coming off these and providing access to private drives. Roads are generally designed to meet 20mph off the spine road.

5.33 Cycle links are generally provided north to south, from the North Lane access, through to the greenway towards the spine road, with the routes designed to LTN1/20 standards, which will prioritise cyclists and pedestrians over vehicles. The access to North Lane will connect to upgraded cycle facilities that will provide improved access to Huntington, and to alternative bus stops on North Moor Road.

5.34 Vehicle access is provided to the northern parcel via two new access points, one from the northern MCLR roundabout and the other from North Lane. Vehicular access connecting both is restricted, via a modal filter, although pedestrian and cycle movements are allowed and encouraged through the links provided. Matters concerning the modal filter and restriction of through access have already been covered in the report above (para. 4.5).

5.35 Pedestrian and cycle routes have been designed so that they are attractive to users, being segregated from the roads by verges and street planting or within the open space. Where there are shared pedestrian and cycle footpaths these will be defined through the use of white lining. Also, the plan has been updated so that there are three intersections of the central greenway which offers both pedestrian and cycle crossing points. The LEAP within the central greenway offers only pedestrian access through it; concerns were raised by highway officers that given its position within the site it would encourage cyclists to cut through this area. Officers and the landscape architect have been keen to retain this area free from cyclists, to ensure that the LEAP offers opportunities for play and recreation and to avoid potential conflicts with cyclists. The formal cycle route along the informal boulevard is more appropriate for cyclists, offering suitable facilities and accessibility and is more direct towards the spine road.

5.36 There is an informal perimeter circulation pedestrian route, which offers an alternative to the internal residential development, which joins the northern roundabout and runs along the edge of the eastern and northern boundary to North Lane and set within the landscape buffer area. As set out, this is an informal footpath, so has a width of 2m and would be constructed using crushed aggregate. Highway officers have outlined that this is not an inclusive material, however there are more formal/inclusive materials for internal networks within the development which can be used, and this route is primarily to offer an overall variety to the footpaths and routes within a landscaped setting. It is noted that it links to the informal crossing adjacent to plots 83 and 92, to the country park, and it is therefore envisaged that it is likely to be used by dog walkers and provide enhanced public open spaces.

5.37 In terms of car parking, the DFD sets out an anticipated provision, related to the size of the dwelling, with a ratio of 1 dedicated parking space per 1 bed, 1 dedicated parking space per 2 beds with 1 visitor space per 2 dwellings, and 2 parking spaces for 3 and 4+-bedrooms. There are a variety of parking typologies that are utilised including upfront parking, detached garage parking, integral garage parking, tandem and courtyard parking along with street parking, which is primarily for the visitor parking.

5.38 As part of the sustainable construction of the dwellings, electric vehicle recharging points will be installed on or within the curtilage of each of the dwellings. This will be via externally mounted charging points or charging points mounted on a post or wall. The EV chargers and capacity therefore complies with condition 22 of the outline consent.

5.39 The DFD outlines that cycle parking will be provided through curtilage parking within associated garages and private gardens, communal cycle store for apartment residents and secure street-level cycle parking featuring cycle shelters across the development. Across the northern parcel, where cycle storage is not provided within

a detached or integral garage, two different sized cycle sheds are to be provided; 2m x 1.4m for 1- and 2- bed dwellings with 2.2m x 2m for 3- and 4- bed dwellings and complies with the dimensions provided in the York Cycle Parking Guide v3. The door sizes have been enlarged to 1.2m wide to allow for easier access.

5.40 The apartment block will have a communal bike store providing 12 cycle spaces per 6 apartments (2 bikes spaces per 2- bed apartment). The apartment cycle store has been enlarged to accommodate 1.8m to one cycle space to allow for the storage of a non-standard cycle. LTN1/20 seeks a proportion of the cycle parking (typically 5%) to be provided for non-standard cycles to accommodate people with mobility impairments. The apartment cycle store is considered the most appropriate location for these, given that the dwellings would have greater capacity for storage with their residential curtilages. Additionally, the apartment communal cycle store demonstrates that it can accommodate the appropriate spacing (of 1m) between the Sheffield stands.

5.41 As detailed above, the bus route will be through the heart of the development, with two bus stops on the spine road (the bus stop within this northern spine road located within the Northern parcel). The Chartered Institute of Highways and Transportation (CIHT) guidance sets out that the maximum acceptable walking distance to bus stops is 500m. Other guidance ('Guidelines for Planning for Public Transport in Developments' (1999) by the Institution of Highways and Transportation) outlines that there is a desire for houses to be no more than 5minutes walking time i.e. 400m from a bus stop.

5.42 The applicant's supporting Highways Statement demonstrates that the majority of the Phase 1A/1B dwellings (approx. 79%) lie within 400m of the proposed bus stop. This increases to 96% of the dwellings being within 500m of the bus stop. Whilst the remaining 4% are positioned greater than 500m from the bus stop, the maximum distances for these dwellings are between 520m and 545m, which has a negligible impact upon additional walk time (of between 15 to 35 seconds).

5.43 The site layout has been updated along with summary within the applicant's Highway Statement to take account of highway comments regarding swept path analysis addressing how refuse vehicles can be accommodated within the adopted highway and turning heads and that visibility splays are achievable at all internal junctions.

5.44 Overall, it is considered that the access within the site for all vehicles, pedestrians and cyclists as well as providing suitable access to public transport, is considered acceptable, reflecting and enhancing the arrangements already made at outline stage, and into the detailed design of this northern phase. The proposals comply with policy H1 of the Huntington Neighbourhood Plan.

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.

5.45 Policy D1 of the Local Plan supports development proposals where they adhere to design principles, with regards to suitable density, massing, spacing, scale and appearance.

5.46 Policy H4 of the Neighbourhood Plan outlines that 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.

5.47 Across the development there will be a number of materials including 3no. different types of brick (Ibstock Weston, Ibstock Marlborough and Ibstock Parkhouse) render, and two roof tiles (Russell Highland cottage red and slate grey). The use of each brick is contained within the clusters within the site's layout although the different coloured tiles are much more mixed. There is a condition (No. 21) requiring samples of external material (including texture and bonding of brickwork and mortar treatment as well as the colour and texture of render) to be viewed and agreed, prior to development commencing in any phase. Due to timings, the relevant AOD has not yet been submitted.

5.48 Boundary treatments are suitable for the residential setting; 1.8m high close boarded fencing reserved to the rear of dwellings and for corner plot properties, 1.8m high screen wall or a screen wall with a lapped boarded fence. The Council's Landscape Architect has suggested that some of the close-boarded timber is replaced with a greener solution, such as instant hedging, or climbing plants. Officers consider that there remain options for prospective occupiers to plant greening options if these are preferred and it would be difficult to enforce the retention of such features. The applicant has outlined that the Land Registry require physical boundaries to identify plot boundaries.

5.49 Residential properties to the front will generally have hedging, which is shown on the landscape proposals. The Council's Landscape Architect supports the use of hedges to reinforce front garden boundaries, private drives and open space, which will play a significant role in the amenity and character of a street along with the proposed tree planting.

5.50 The central greenway is an attractive and inviting space and includes varying play features (LEAP and 2no. LAPs and trim trail), pathways and landscaping including a range of grassland. To the eastern and northern boundaries, there is also an informal footpath/loop to within the buffers to the MCLR and North Lane, which will improve the setting of much of the development.

5.51 Overall, the appearance of the built form of the residential properties within this northern parcel is considered acceptable.

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

5.52 Local Plan policy H2 supports development that delivers densities that make efficient use of the land. The overall number of dwellings on the wider site is informed by the outline consent which granted the total number of dwellings to be no more than 970. The DFD sets a density level, which is consistent with the principles established in the outline consent and identifies that the northern part of the site (from the northern spine road above) shall have a combined density of between 25-35dph. The northern parcel will have a net density of 30dph.

5.53 This northern parcel will deliver 314 dwellings, reduced from the initially proposed 323. The reduction in the number of dwellings is attributed to increasing the size of the central greenway.

5.54 The outline consent stipulates via condition no. 25 that building heights shall not exceed 12m and shall be in general conformity with the Building Heights Parameter Plan (Ref: PL1377-VW-016-2 Issue 04). Within this parameter plan and in the context of the northern parcel, there are generally two areas which permits 2.5 – 3 storey homes which are the northeastern corner and the area in the immediate vicinity around the northern roundabout/access from MCLR. Within the northeastern corner of the parcel is where the 3-storey apartment building is located as well as three storey terraced townhouses (house types MCGV R111 and R112). Elsewhere, the remaining areas are indicated to be predominately 2 storey, although it does include some 2.5 storey housing, which is allowed on the parameter plan. The 2.5 storey dwellings (house type MCGV R18) (which there are 8no. in total) are dotted throughout the site but primarily would be positioned on the western boundary of the northern parcel with two positioned either side off the northern spine road and access into the site.

5.55 The scale of the development in this northern parcel is considered acceptable and accords with condition 25 of the outline consent.

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.

5.56 Policy HW7 of the Local Plan relates to healthy places and requires developers for major residential development to provide to provide a statement showing how health design principles have been followed. The application is accompanied by a Health Impact Assessment (HIA). The conclusion of the HIA outlines that other than air quality & noise, some elements of transport and some elements of environment,

which have neutral impacts, the remaining issues all have positive impacts. No issues were considered to have negative impacts. There is general agreement with the HIA.

5.57 Policy D1 of the Local Plan expects that development proposals should adhere to the following detailed design points, which in respect to layout of this reserved matters, includes:

iii. Streets and spaces

- promoted ease of public pedestrian and cyclist movement and establish natural patterns of connectivity with the fabric of the city. Spaces and routes must be attractive, safe, and uncluttered and clearly prioritise pedestrians and cyclists over vehicles
- promote legibility through the development by providing recognisable routes, hierarchy of routes, intersections, incidental spaces and landmarks
- providing a pattern of continuity and enclosure, dependant on circumstances, to reflect the need for different types of space for different types of activity including clearly defining private from public space, and mediate between the two
- designed to reduce crime and the fear of crime and promote public safety throughout the day and night.

5.58 The applicant identified in the early stages of masterplanning, that the development would align with the principles of garden villages, as a means of providing a sustainable urban extension. The principles include providing healthy lifestyles, high quality landscape-led, active travel, distinctive character, community-led and local buy-in.

5.59 The access section above has provided detail assessment in respect to the hierarchy of street types, cycle and pedestrian links and routes to be provided within the northern parcel. It is considered that there is a high degree of legibility of these routes with incidental spaces and landmarks.

5.60 The NPPF (para. 136) emphasises the need for street trees in new developments and the quantum of street trees along street frontages have been increased, which help to break up the built form and areas of hardstanding. Additionally, the streets help to promote legibility and provides recognisable features for wayfinding.

5.61 A key part of this northern phase is the greenway, which provides different spaces for different activities. Dwellings front the greenway, to assist in providing overlooking of the public spaces, although there is a clear definition of public and private spaces.

5.62 The play spaces to be provided include a LEAP, and 3no LAPs. With the exception of one LAP, these will all be provided within the central greenway, with routes leading to this area. A trim trail will also be provided throughout the central greenway. A LAP is provided within the northeastern corner of the site, avoiding the Yorkshire Water and the northern boundary drainage easement. Access to the LAP will be enabled via the informal perimeter footpath but updates are recommended at condition stage to include a direct footpath from the apartment block. The Council's Landscape Architect has suggested that this LAP could be relocated within the heart of the northeastern quarter to benefit orientation and sense of place and to be more accessible for this most dense part of the overall site.

5.63 Since the agreement of the DFD, which detailed the play space strategy within the site, this LAP is an additional play space and is thus generally welcomed. Officers note the concerns regarding the more dense arrangement in the northeastern corner, which has probably come about due to the loss of one of the apartment block and replaced with terrace housing, however, the relocation of a LAP in this area, would probably have a detrimental impact upon housing numbers across this phase, putting greater pressures on the delivery of more housing in other phases or overall across the development. Officers were also more supportive of affordable housing residents to have their own curtilages and private outdoor amenity space.

5.64 The Council's Landscape Architect has raised concerns regarding the inclusivity and accessibility of the play equipment. For the purposes of this reserved matters application the Landscape Masterplan details indicative play equipment. The applicant has outlined that they are committed to ensuring that their play spaces are accessible to wheelchairs and children with accessibility difficulties and includes providing some elements of accessible play equipment along with lightweight gates and accessible surfaces. There is a condition on the outline consent (No. 29) relating to equipped areas of play which can agree final details of equipment, and other landscape matters including seating and planting.

5.65 The dwellings have a reasonable set back from North Lane, which provide opportunities for frontage planting. However, generally, the opportunities for such tree planting are restricted by the Foss IDB requirements for a 3m easement to the culverted watercourse on along the northern boundary with North Lane. The Landscaping Masterplan has been updated to demonstrate the planting opportunities that can be achieved outside this easement.

5.66 The DFD provides a statement of crime prevention and the Police Architectural Liaison Officer outlines that the overall design and layout of the proposed scheme is considered acceptable.

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 and 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.

5.67 Policy D2 of the Local Plan supports developments which protect or enhance the landscape quality and the public's experience of it. Proposals should include sustainable, practical and high quality soft and hard landscape proposals that make a positive contribution to the street, spaces and landscape. LP policy GI4 relates to trees and hedgerows and states consideration should be given to both existing and new trees to ensure overall tree cover is sustained and maintained.

5.68 Condition 6 of the outline consent sets out landscaping details that would require approval, in the interests of achieving good design and enhancing biodiversity. These include: a) a detailed landscaping scheme which shall show the number, species, height and position of trees and shrubs; b) details of earthworks in connection with the formation of all landscaped areas; c) details of the position, design and materials of all means of enclosure; d) details of surface materials for all roads, footpaths and hard landscaped areas; and e) a lighting scheme for ecologically sensitive areas, cycle routes, public footpaths and public areas.

5.69 In terms of assessing the landscaping proposals, officers have amalgamated the requirements defined by article 2 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 with the requirements of condition 6.

a) a detailed landscaping scheme which shall show the number, species, height and position of trees and shrubs

5.70 The reserved matters application is supported by a Landscape Masterplan, which details the number, species, height and position of trees and shrubs. Comments have been received from the Council's Landscape Architect who outlines that within the open space and green realm ornamental shrubs and herbaceous planting, some native herbaceous planting could be added. In respect to tertiary street planting, the *Carpinus betulus* is probably too large for this situation, and recommend smaller species varieties, where they can stand out and would have more room to develop. Additionally, *magnolia* spp. are a useful small tree/ large shrub. For residential core (on plot ornamental hedgerow planting) the 'red Robin' (*Photina* fresh) can make a useful and robust hedging plant, although it should be applied cautiously; it has large leaves and requires regular pruning and requires a reasonable amount of space. The final planting details can be agreed under condition 6 of the outline consent.

5.71 The proposed development manages to retain a large proportion of existing trees and hedgerows through the incorporation of green corridors. Of note, the landscape masterplan demonstrates the retention of the Oak tree (T17) which has also been set around incidental green space in the southwestern corner of this northern parcel.

5.72 There is a loss of existing hedgerows and some trees, so those that are retained should be robustly protected and a pre-commencement condition to secure appropriate measures would adequately cover this. It is noted that a small section of hedgerow (H7) along the boundary with North Lane would be removed to allow for the required drainage easement following detailed design. In contrast however, an existing tree adjacent to plot 234 is now able to be retained.

5.73 Further comments are made in respect to the tree planting details, and how trees that are planted within very narrow planting beds may have difficulty in achieving the necessary volumes of medium growing and space for root growth to sustain a tree into maturity. The key area identified by the Council's Landscape Architect that demonstrates where this is a particular concern is the northeastern quadrant, which remains rather car heavy, with the success of tree planting being critical to reduce the dominance of cars and hardstanding. Experience, and hard evidence, has shown that these very narrow planting beds often end up being paved over due to the very tight space between backs of kerbs and the presence of compacted hardcore and lack of growing medium. The result is a rather bleak looking street.

5.74 The Landscape Architect advises that specialist solutions will be required, partnered with porous paving materials for the adjacent driveways, all of which would ultimately be the responsibility of the private owner. In places where the planting beds are particularly tight, the Council's Landscape Architect recommends that it would be better to rearrange the parking bays to create fewer but larger beds, or better still to reduce the number of parking spaces to create larger beds for tree planting, thus negating the need for specialist construction details.

5.75 In response, the applicant sets out that they are committed to ensuring that their trees are planted in a way which allows them to mature and thrive. They further outline that the landscape masterplan does not provide all the details, but where planting beds are too narrow, they would look to introduce tree pit details or specify more appropriate tree species. The applicant has agreed to these details being provided; the Council's Landscape Architect recommends a pre-commencement condition.

5.76 In respect to the recommendation from the Council's Landscape Architect relating to the numbers of car parking spaces. The provision of car parking for dwellings are in addition to the provision of appropriate opportunities to promote sustainable transport modes. There is a balance between the provision of car

parking with green spaces and landscaping, and the car parking standards follow those that have been agreed under the DFD. The applicant outlines that the parking spaces have been grouped into small groups to achieve balance between the size of the green spaces and number of parking spaces in a row, and the proposed solution is the optimal one.

5.77 The Council's Landscape Architect has requested tree pit details and construction details for the feature tree locations, especially the ones at highway junctions, in consideration of surface treatments, sight lines, soil volumes, distances from kerbs and utilities, and to ensure the hardcore base for the carriageway and the pavement is not applied across the entire area, which can be dealt with via condition.

b) details of earthworks in connection with the formation of all landscaped areas

5.78 Officers are content that the details of earthworks required in connection with the formation of all landscaped areas can be agreed under condition 6 of the outline consent.

c) details of the position, design and materials of all means of enclosure

5.79 The details in respect to the position, design and materials of all means of enclosure have been assessed above under the 'appearance' section of this report.

d) details of surface materials for all roads, footpaths and hard landscaped areas

5.80 The application is supported by a surface treatment plan, which indicates that main carriageways will be tarmac, with some areas block paved and tarmac will be used for combined footway and cycleways. The perimeter path and the path through the central greenway and other green spaces will be constructed using crushed aggregate.

5.81 It does not include the cross overs and driveways, which the Council's Landscape Architect states that the plan does not give a true impression of the look of the verges, which in some places are more hard than soft. Continuing, due to the extent of forecourt parking, the resultant crossovers take up considerable lengths of the otherwise grades verge. To reduce the visual detriment of tarmac carriageway, cross over, footpath and driveway, the Landscape Architect recommends that the crossovers within the verges are surfaced in small paving units or at the very least a contrasting finish to provide visual continuity of the verges containing the street trees.

5.82 The applicant has set out that they are happy to explore the cross overs in a different material/colour, although discussions would have to take place with the highways team in regard to the changes to material in this area. The applicant is also considering surfacing the hardstanding in the verges with block paving with the private drives to the properties as tarmac, and if highways were not agreeable, they could be switched. Given that further discussions would need to take place with colleagues in highways and potentially as part of the S38 adoptions process, it is agreed that a condition could be imposed requiring that the hardstanding in the verges which facilities driveway crossings shall be in a different material to the driveway.

e) a lighting scheme for ecologically sensitive areas, cycle routes, public footpaths and public areas

5.83 The landscaping details do not include a lighting scheme; there is a requirement to consider cycle routes, public footpaths and public areas and these will only become fixed once the reserved matters application is agreed. There are also ecologically sensitive areas to consider, and given the timescale since the ecological surveys were last undertaken, it is more appropriate to consider the requirements once up-to-date surveys have been conducted. It is agreed that these details can be dealt with under condition 6 as well as through the ecological conditions (No's. 7, 8 and 9) of the outline consent, where relevant. The applicants will also be able to consider the above factors when liaising with colleagues in the highway team in respect to the position of street lighting columns prior to agreement and installation.

f) the laying out or provision of gardens, courts, squares, water features, sculpture or public art and the provision of other amenity features.

5.84 The main amenity features include equipped play areas, trim trails and incidental green spaces. Their position and use within the site have already been assessed above within the report.

5.85 Within the southwestern corner of the parcel, there is an incidental green space, which helps to protect the existing Oak tree, and adds variety to the wider amenity features across the parcel.

5.86 Water features, such as ponds have been designed to be multi-functional as attenuation SUDs and basins are located within the country park and lie outside of this northern parcel.

5.87 There is no provision for sculpture or public art, and it is considered that these are not necessary for a predominately residential development. The existing site comprises of agricultural land, with little historic features. A former railway line

bisected the site, although this is within other areas of the site, outside of this reserved matter parcel.

Schedule of Accommodation

5.88 Local Plan policy H3 states that it expects developers to provide housing solutions that contribute to meeting York's housing needs, as identified in the latest Local Housing Needs Assessment (LHNA) and in any other appropriate local evidence. New residential development should contribute to a mix of housing tenures, types and sizes to help support the creation of mixed, balanced and inclusive communities. Policy H2 of the Huntington Neighbourhood Plan requires a housing mix aligned with the local needs assessment. It advises that smaller homes suitable for younger persons and those who wish to downsize in particular will be supported.

5.89 The Local Housing Needs Assessment (LHNA) (July 2022) determines that the evidence suggests that new market provision will be on 2- and 3-bedroom properties. In terms of social rent (affordable) most need is for 1- and 2- bedroom homes. Analysis in the LHNA also suggests that the majority of units should be houses rather than flats, although consideration will need to be given to site specific circumstances (para. 5.51).

5.90 The LHNA Table 5.14 provides the following suggested mix by size and tenure:

| | 1-bedroom | 2-bedroom | 3-bedroom | 4+-bedrooms |
|-----------------------------|-----------|-----------|-----------|-------------|
| Market | 5-10% | 35-40% | 35-40% | 15-20% |
| Affordable home ownership | 15-20% | 45-50% | 25-30% | 5-10% |
| Affordable housing (rented) | 30-35% | 35-40% | 20-25% | 5-10% |

- Affordable Housing

5.91 Of the 314 dwellings proposed, 94no. dwellings will be affordable housing (equating to 30%), which is in line with Policy H10 of the Local Plan. The S106 affordable housing obligations requires an 80% (social rented) / 20% (discount sale) split.

5.92 In terms of the discount sale tenure, this northern phase shall provide 23no. dwellings for discount sale equating to 6% of the northern phase and shall provide the following:

- 1-bed – 10no. dwellings (which are in the form of maisonettes)
- 2-bed – 13no. dwellings (which includes 6no. in the apartment block)

In terms of the social rented tenure, this northern phase shall provide 71no. dwellings for social rent equating to 24% of the northern phase and shall provide the following:

- 2-bed – 26no. dwellings
- 3-bed – 33no. dwellings
- 4-bed – 12no. dwellings

5.93 There is general conformity with the combined affordable housing suggested mix of housing by size and tenure as outlined in the LHNA. However, 1-bedroom houses do fall below the suggested mix, although 2-, 3- and 4- bedroom houses fall above the combined suggested mix.

5.94 The applicant has outlined that consideration has been given to the different parcels/RM that will be delivered by them. Redrow will also be bringing forward the central southern areas (3A and 3B) although the reserved matters application has not been submitted to date. However, this area will provide the community hub/retail as well as being located adjacent to the area reserved for the primary school, the spine road and bus stops. The central southern area therefore would lend itself to smaller dwellings / apartments and this is reflected in the revised masterplan (agreed under the discharge of condition 5 (AOD/24/00066)). The central southern area therefore contrasts with the northern parcel, which will have more larger properties.

5.95 The applicant has however demonstrated how the property sizes provided in the southern central parcel could be balanced with those in the northern parcel, to ensure that a combined overall provision better achieves the suggested housing mix. This is outlined in the table below that the applicant has provided (para. 2.5 Barratt Redrow's suggested housing mix, Market Assessment report – Housing Mix by Savills).

| Tenure | 1- Bedroom | 2- Bedrooms | 3- Bedrooms | 4- Bedrooms |
|---|------------|-------------|-------------|-------------|
| Northern Parcel (94) | 10.6% (10) | 41.5% (39) | 35.1% (33) | 12.8% (12) |
| Central Southern Parcel (Expected/ Unknown) | 40-50% | 20-30% | 15-25% | 7.5-12.5% |
| Combined (North and South) | 22.5% | 35.5% | 30% | 12% |

5.96 Officers note that there is no mechanism under this reserved matter application to secure this (i.e. through condition), although this approach reflects the approved DFD and masterplan, and any further reserved matter application will have to comply with the relevant local plan policies (H3 and H10) as well as having regard to the LHNA.

5.97 The Council's Housing Strategy Officer has advised that the mix is supported, as it reflects the LHNA expectations for a suburban site of this typology. In terms of the layout, the affordable housing is pepper-potted evenly throughout the site and are visually indistinguishable from the open market dwellings. It is welcomed that the majority (33no.) of the 2-bed affordable homes are generally provided as family houses with individual access, curtilage and gardens.

5.98 Of the affordable housing, the proposals indicated that 23 (24%) of the dwellings will be constructed to Part M(1) 'visitable dwellings' standard. The remaining 71 (76%) will be constructed to Part M(2) 'Accessible and adaptable dwellings' (Lifetime Homes Standard) standard. This is accepted.

- Market dwellings

5.99 Of the 212no. market dwellings, these will be split to provide:

- 2-bed – 44no. dwellings (20.8%)
- 3-bed – 94no. dwellings (44.3%)
- 4+ bed – 74no. dwellings (34.9%)

5.100 The market housing mix does not conform to the suggested housing mix as outlined in the LHNA; there are no market 1-bedroom dwellings, 2-bedroom properties are below, and 3- and 4- bedroom dwellings are above, the suggested provision.

| Tenure | 1- Bedroom | 2- Bedrooms | 3- bedrooms | 4+- Bedrooms |
|------------------------------------|------------|-------------|-------------|--------------|
| Northern Parcel (212) | 0% | 20.8% (44) | 44.3% (94) | 34.9% (74) |
| Southern Parcel (expected/unknown) | 10-20% | 45-55% | 20-20% | 10-20% |
| Combined (North and South) | 5% | 31% | 37% | 27% |

5.101 In support of the strategic approach to the housing mix, the applicant has submitted a Market Assessment Report – Housing Mix by Savills. The Market Assessment Report, which is not a Council produced report and therefore has not been adopted but is a material planning consideration albeit given limited weight in

the planning balance, provides an overview of the housing mixes on new build schemes, the profile of current housing stock and demographic trends as well as income levels within York to support the housing mix proposed through this reserved matter application. The report outlines that given the urban location and the intention of the development as a Garden Village it is expected to provide a more significant quantity of larger family dwellings. The report highlights that families often priorities good access to schools, parks and other amenities, with accessible green spaces that is ideal for families; the Greenways provide a range of landscaping typologies and play areas, which make it an ideal location for families who need larger homes. The report also highlights that there is a current oversupply within York's housing development pipeline of smaller units (1- to 2-bedroom units) and does not align with market demand.

5.102 The report concludes that by offering a broader range of housing options, the Northern Parcel development, in combination with current oversupply of 1- and 2-bedroom dwellings from both existing and upcoming developments, is well positioned to attract a diverse demographic. Collectively, the 2 phases (northern and southern central), which will both be delivered by the applicant (BarrattRedrow), create a diverse range of housing options within this location. The applicant asserts therefore that the proposed housing mix is a considered and strategic response to the local market conditions and demographic trends as well as addressing the oversupply of smaller dwellings and provides a compelling case for approval by the Council.

5.103 As with the affordable housing provision, consideration has been given to the different parcels/RM that will be delivered by the applicant (Barratt Redrow). The northern parcel is outlined in the masterplan and through the density parameters outlined in the Development Framework Document (DFD) (indicative density of 25-35 dph for the northern parcel of the wider site) as providing larger properties.

5.104 In terms of accessibility Local Plan policy H3 outlines that it will encourage developers to deliver an appropriate proportion of housing that meets the higher standards of Part M of the Building Regulations. Part M of the Building Regulations requires that all new dwelling to which it applies should be designed to a minimum of M4(1) 'visitable dwellings'. The applicant has confirmed that the market housing will be built to Part M4(1) standards with the exception of the house types (and number) MCGV R9 (19no.), R10 (16no.) and R14 (11no.) being built to M4(2) 'Accessible and adaptable dwellings' (Lifetime Homes Standard) standard, which equates to an overall provision of 46no dwellings. The outline consent was approved prior to the adoption of the Local Plan and with this in mind there is no policy requirement to go above this.

- Older Persons Accommodation

5.105 Local Plan policy H9 (Older Persons Specialist Housing) sets out that on strategic sites for residential development proposals should incorporate an appropriate provision of accommodation types for older persons in accordance with Policy H3.

5.106 The outline consent, which was permitted in December 2022, and prior to the adoption of the Local Plan only sought to provide residential development within the C3 use class. Some specialist accommodation falls within the C2 use class. As outlined above there are no dwellings within the Northern Parcel that are expected to be built above Part M4(2) standards, however there will be ground floor 1-bedroom maisonettes and ground floor 2-bedroom apartments that may be suitable as older persons accommodation. Bungalows are not provided as a specific house type in this phase of development. However, the reserved matters applications and current proposals that have been submitted relating to the central northern (3C) area as well as the southern areas (2A and 2B) where Bellway are the applicants/developers, indicate that 8no. bungalows will be delivered across the two reserved matters (3no. in the central RM and 5no. in the southern RM). Whilst negotiation is currently continuing regarding these reserved matters applications, it is welcomed that bungalow/older person specialist housing will likely be delivered in other areas of the wider site.

- Self and Custom Build Housing

5.107 The applicant agreed, and the requisite no. of self or custom build plots (equating to 5%) have been secured under the outline consent, in compliance with the requirements of Local Plan policy H4 for strategic residential sites. The self and custom build strategy required by condition 27 has been agreed under approval of details application. This strategy set out that across the reserved matters, up to 2.5% shall be custom build and a minimum of 2.5% shall be self-build.

5.108 In respect to the northern parcel and in line with the agreed strategy, the developer is proposing to share equally the overarching 5%, 2.5% shall be for self-build and 2.5% for custom build. Based on the revised quantum of development this equates to 16no. dwellings (8no. self-build and 8no. custom build).

5.109 The position of the self-build plots are shown on the revised site layout and are in two clusters, one a cluster of 5 plots and one a cluster of 3, both located to the southern boundary of the reserved matters area. There is no consideration at this stage of the scale, appearance and layout of the self-build dwellings. The new owners of the self-build plots must submit their reserved matters application for the detailed design of each dwelling and comply with the timescales set out in the design code (construction must be started within 1 year of plot purchase and complete construction within a maximum of 3 years for the purchase of the building plot. Overall, the location of the self-build plots can be supported.

5.110 The 8no. custom build dwellings have been included in the market housing numbers. They will be positioned at plots 50, 71, 78, 116, 227, 243, 252, 263 and relate to house types MCGV R6, R7, R8, R9 and R10. The custom build flowchart setting out all the choice for customisation is considered acceptable, and goes beyond homes built to a customer's specification by the housebuilder.

Ecology

5.111 The Council's Ecologist has sought details of how the proposed residential development will incorporate/integrate biodiversity enhancements. For this residential scheme and in this location, that includes bat and bird boxes and also ensuring that there are hedgehog gaps in the boundary treatment. The submitted boundary treatment plans for the screen fencing and free-standing brick walls show how hedgehog passages could be incorporated within the boundary treatment. The Ecologist has not raised any objections to the hedgehog specifications in this regard, however concern has been raised in how these could be secured in the long term for private gardens. The exact location of where the boundary treatment with these hedgehog features will be determined by an Ecologist and detailed under the discharge of conditions application relating to Condition 9 of the outline consent, which requires a Biodiversity Management Plan for each phase.

5.112 Additional biodiversity enhancements include the installation of bird and bat boxes. Most types of bat and bird boxes (in the case of swift/swallow boxes) can either be integrated or mounted externally. Tree mounted boxes will be a different specification to the building mounted ones. The exact locations and details of the different bird and bat boxes can also be dealt with under condition 9 of the outline consent.

Public Sector Equalities Duty

5.113 Section 149 of the Equality Act 2010 contains the Public Sector Equality Duty (PSED) which requires public authorities, when exercising their functions, to have due regard to the need to:

- a) Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act.
- b) Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it.
- c) Foster good relations between persons who share relevant protected characteristic and persons who do not share it.

5.114 Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:

- a) Remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to the characteristic.
- b) Take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it.
- c) Encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

5.115 The PSED does not specify a particular substantive outcome but ensures that the decision made has been taken with “due regard” to its equality implications.

5.116 Officers have given due regard to the equality implications of the proposals in making this recommendation. There is no indication or evidence (including from consultation on this application) that any equality matters are raised that would outweigh the material planning considerations.

6.0 CONCLUSION

6.1 The proposed layout, appearance, scale, access and landscaping of the residential development for 314 dwellings including 8no. self build dwellings at land to the north of Monks Cross is considered acceptable. The development provides a range of affordable and market house types and tenures, and the mix reflects the LHNA expectations for a suburban site of this typology. The density and building heights comply with the parameters agreed at the outline stage. Self and custom build housing plots are provided in accordance with the outline permission conditions and the s106 legal agreement for the site.

6.2 The layout provides an attractive, legible development which will help to promote active travel through the provision of infrastructure for walking and cycling as well as providing suitable access to public transport, reflecting and enhancing the arrangements already made at outline stage. There will be an extensive central greenway providing an attractive and inviting open space for recreation and amenity, with several different play features (LEAP, LAPs and trim trail). This will be further enhanced through an informal perimeter circulation pedestrian route, offering a route within a landscape setting.

6.3 In terms of landscaping, there are some areas of the site that the Council’s Landscape Architect considers could have been improved, although this is balanced against the delivery of housing and appropriate infrastructure. Overall, there are many merits to the site layout and landscape masterplan. The planting scheme is largely supported, with scope for change within a detailed planting plan. Conditions are required in respect to details relating to the protection of appropriate measures to protect retained trees and hedgerows and to address matters in respect of tree pit

details and construction details for feature tree locations. Other matters are already dealt with via conditions on the outline permission.

6.4 The reserved matters therefore accord with the policies of the Local Plan, notably the site allocation (SS10) as well as the relevant policies of the Huntington Neighbourhood Plan. Approval is therefore recommended subject to conditions.

7.0 RECOMMENDATION: Approve

1 PLANS

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

- MCY-16-02-01 Rev F Proposed Site Layout
- MCY-16-02-04 Rev B Proposed Affordable Layout
- MCY-16-02-07 Rev B Proposed Custom and Self Build Plan
- MCY-16-02-05 Rev B Proposed Site Sections
- MCY-16-02-02 Rev C Proposed Boundary Plan
- MCY-16-02-03 Rev B Proposed Material Plan
- MCY-16-02-11 Rev B Proposed Surface treatment plan
- 4844-16-06-603 Rev D Proposed Finished Floor Levels Plan
- MCY-16-02-08 Rev B EV Charger Plan

Apartment details -

- 003 Proposed GF and FF Plan (Apartment)
- 004 Proposed SF and Roof Plan (Apartment)
- 006 Proposed elevations (Apartment)
- MCY-CS-001A Apartment Cycle Store Plots 98-103

Cycle Store details -

- MCY-16-02-09 Rev B Proposed Cycle store plan
- MCY-16-02-CS Rev A Cycle store details - Cycle stores Type 1 and 2

Boundary Treatment details -

- EG-M5132 Typical horizontal railing fence
- EG-M5115 Post and Rail fence
- RHY-SD-806 Pier and Panel Detail
- EG-M5121 Rev A Screen Fencing - 1.8m high, standard effect
- EG-M5108 Rev A Free Standing Brick Walls, 215mm wide

Landscaping -

- P20-2894_EN_10-01B Landscape Masterplan (Northern Parcel) Sheet 1 of 2
- P20-2894_EN_10-02B Landscape Masterplan (Northern Parcel) Sheet 2 of 2

- MCY-167-02-03 Customer Build Illustrative Flowchart
- Design Code (for Self Build plots)
- MCY-16-02-01C Accommodation Schedule/ Housing Mix (Dated 23.05.2025)
- Housetypes (May 2025)
- Housetype Measures schedule

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

2 ARBORICULTURAL METHOD STATEMENT

Before the commencement of development, an Arboricultural Impact Assessment (AIA), and Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP), and scheme of Arboricultural supervision regarding protection measures for existing trees within and adjacent to the application site shall be submitted to and approved in writing by the local planning authority. This shall be based on an up-to-date tree Survey and report. Amongst the detail within the AMS, the statement shall cover a schedule of tree works where applicable, details and locations of protective fencing, ground protection, phasing of protection measures, site rules and prohibitions, site access during development operations, types of construction machinery/vehicles to be used, parking arrangements for site vehicles, locations for stored materials, locations and means of installing utilities (including drainage and street lighting) and any signage, location of site compound, showroom and car park where applicable.

The document shall also include methodologies and construction details where specialist construction techniques are required for a change in surface material and/or boundary treatment within the recommended root protection areas of existing trees.

The development shall be implemented in accordance with the approved details. A copy of the document shall be available on site for reference and inspection at all times.

Reason: To ensure every effort and reasonable duty of care is exercised during the development process in the interests of protecting the existing trees shown to be retained which are considered to make a significant contribution to the amenity and setting of the development and the natural environment pursuant to local plan policy GI4.

3 TREE PLANTING DETAILS

No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority all tree planting details, to include (where applicable): a) the soil volumes - depth and area of growing media; b) specification

of topsoils including additives and conditioners; c) proprietary structures such as structural soil cell systems to support paving over extended sub-surface rooting areas, and the corresponding paving detail, and locations of underground utilities; d) means of support; e) means of irrigation; f) means of drainage for the pits; g) maintenance regime and responsibilities.

Where trees are to be located within paved areas or planting beds of a restricted size due to adjacent hardstanding, the surface area of soil cell systems, soil volumes, tree species, stock sizes, and any utilities shall also be shown on a tree planting plan.

All trees shall be planted and thereafter maintained in accordance with the approved details.

Reason: The trees are a critical element of the landscape masterplan and are integral to the amenity and setting of the development. Suitable detailing and maintenance will ensure the cultural requirements for tree planting and establishment are met and will encourage the trees to survive and thrive as intended pursuant to the outline permission (18/00017/OUTM) and to accord with D2 and GI4 of the Local Plan.

8.0 INFORMATIVES:

Notes to Applicant

1. 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 39) 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:

Negotiations in respect of: highways, landscaping and planting, drainage easements and housing mix.

2. LANDSCAPING – NORTHERN ROUNDABOUT

The details in respect to the landscaping proposals related to the centre of the (new) northern roundabout in the Monks Cross Link Road shall be dealt with under condition 6 of the outline consent (18/00017/OUTM).

Contact details:

Case Officer: Lindsay Jenkins

Tel No: 01904 554575

