

**HAMBLETON DISTRICT COUNCIL**

**Report To:** Planning Committee  
13 October 2011

**From:** Head of Regulatory Services

**Subject: FULL APPLICATION FOR THE CONSTRUCTION OF 85 DWELLINGS, ASSOCIATED PARKING, HIGHWAY WORKS AND THE PROVISION OF PUBLIC OPEN SPACE AT OS FIELD 9972, YORK ROAD, EASINGWOLD, NORTH YORKSHIRE (REF: 11/01661/FUL)**

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**1.0 PURPOSE AND BACKGROUND**

- 1.1 The purpose of this report is to assist Members in their site visit and invite comments on the application at an early stage.
- 1.2 This is a significant application in view of its scale, design, potential impact on existing residents, drainage, highway safety and consequent visual impact upon this key gateway site.
- 1.3 There is a comprehensive policy background to be appraised prior to the determination of this proposal and a range of consultation responses to be considered, many of which are still awaited or have requested the submission of additional information.
- 1.4 Another important factor to be taken into account is the applicant's offer towards planning contributions. Three alternative packages have been suggested by the applicant covering affordable housing, public open space and a sum towards a new sports hall at Easingwold School.
- 1.5 It is considered that an early inspection of the site and surrounding area by members of the Committee, and local members as appropriate, would be beneficial in ensuring a full and transparent determination of the scheme.

**2.0 PROPOSAL & SITE DESCRIPTION**

- 2.1 Full planning permission is sought for the construction of 85 dwellings, associated parking, highway works and the provision of public open space. This will deliver a development of approximately 33 dwellings per hectare.
- 2.2 A "Viability Appraisal" has been submitted with the application which offers 25% affordable housing (21 dwellings) in addition to a new Sports Hall for Easingwold School. The affordable housing would be comprised of 11no two-bed and 10no three-bed dwellings.
- 2.2 The Viability Appraisal also identifies alternative packages of planning contributions, as identified below:-

Element	Policy	Option One	Option Two	Option Three
Affordable Housing	50%	25%	33%	£40%
Education Sum	£265,000	£250,000	£250,000	£250,000
Public Open Space Sum	£214,000	£210,000	£210,000	£210,000
Sports Hall	£37,000	£1,800,000 (Full Build)	£900,000 (Half)	£40,000
Health	£32,000	£0	£0	£0

- 2.3 The proposed house types will take the form of terraced, semi-detached and detached homes, all two storeys in height, with a mix of 2, 3 and 4 bedrooms. All dwellings are two-storeys in height and will be constructed using modern facing brickwork (either red multi and buff multi). Rendered sections and/or timber panelling will be incorporated within the elevations of selected plots. All roofs will be either red or slate grey concrete interlocking roof tiles.
- 2.4 Access to the site will be taken from York Road. The road layout will run through the residential area into the commercial land to the north (subject to application ref: 11/01763/OUT) leading to an access onto Stillington Road to the north. 174 car parking spaces are proposed (garages are included within this number) which equates to approximately 2 parking spaces per dwelling.
- 2.5 Within the heart of the scheme, an existing oak tree is to be retained and will represent the focal point of a centre green square. Approximately 0.13ha of public open space will be provided at the southern tip of the site. The existing hedgerow adjacent to York Road is to be retained along with hedgerows and tree cover along the southern and eastern site boundaries. An established hedgerow running across the site will be retained as a green buffer between the proposed residential and commercial areas.
- 2.6 The site is located on the south-eastern edge of Easingwold. It is a site almost entirely in current agricultural use (as pasture). Apart from the south, where it adjoins flat open fields in agricultural use, the character of the surrounding area is largely developed: residential and education uses to the west, employment to the east and residential/agriculture to the north. The site has frontages onto both Stillington Road and York Road, and from York Road there is easy access to the A19 Easingwold bypass.
- 2.7 The application site, together with the open land to the north (subject to application ref: 11/01763/OUT) and to the south form a larger site that is allocated for mixed use development by Policy EM1 of the Allocations Development Plan Document, subject to: -
- i) housing (2.6ha), being developed in Phase 1 (up to 2016), located in the central part of the site accessed off York Road;

- ii) development being at a density of approximately 35 dwellings per hectare, resulting in a capacity of around 90 dwellings (of which a target of 50% should be affordable);
- iii) housing types meeting the latest evidence on local needs;
- iv) employment development (6.0ha) being in two distinct parts: B1 employment uses, together with health and small retail facility uses (2.5ha) at the north of the site, accessed from Stillington Road, and B2/B8 uses (3.5ha) at the south of the site, accessed from York Road;
- v) the design and nature of the B1, B2 and B8 employment developments should be set in high quality environments and respect the proximity of the neighbouring housing (existing and proposed);
- vi) the main access points to the site being taken from York Road with a secondary access point from Stillington Road with no vehicular links between the two;
- vii) provision of any necessary improvements to the existing drainage system or appropriate and suitable alternative drainage methods;
- viii) provision of landscaping to the southern part of the site, and between the housing and B1 and B2/B8 development;
- ix) contributions from the developer towards the costs of a Sports Hall at Easingwold Secondary School, cycle or footpath links within the site and to other existing or proposed footpaths/cycleways, and, if required, drainage and sewerage infrastructure; and
- x) contributions from the developer towards the provision of additional school places and local health care facilities as necessary.

### **3.0 CONSULTATION RESPONSES**

#### **Easingwold Town Council**

- 3.1 The amount of affordable housing should be increased, and all the affordable housing be intermixed with the site.
- 3.2 The Town Council wish to indicate that it would not wish to adopt the Public Open Space on the site.
- 3.3 The Town Council wish to see a reduction in the number of 4 bedroom dwellings and an increase in 3 bedroom dwellings. It recommends a wider variety of housing size and type. It notes there are no single storey dwellings proposed on the site, which are in high demand in Easingwold.

#### **NYCC Highways**

- 3.4 Both applications contain little detail about the roads and how they are drained design or constructed . Therefore I would like to request that more details are supplied concerning the road layout much as the standard condition below states. I could condition this for app 11/01763/out but see no reason why they can not provide this information as well.
- 3.5 I have read the T.A submitted with the applications and generally agree with its/there contents so will not want any additional work but may be looking for contributions for improvement works off site.

#### **NYCC Education**

- 3.6 Based on the current proposal no contribution would be sought against this development. If however, the density of the site were to change NYCC would need to reassess the situation.

### **Police Architectural Liaison Officer**

- 3.7 Would strongly recommend that Redrow apply for “Secured By Design2 Certification in this instance.
- 3.8 The sub-divisional boundary rear garden fences should be close boarded slatted fencing and not the ranch style fencing shown.
- 3.9 I note that the commercial site adjacent to this housing is intended to be linked by a pedestrian / vehicle right of way.
- 3.10 I would strongly recommend that this link not be made. Private and commercial areas should not be mixed and should be kept separate from each other.
- 3.11 It has been found from past experience that if such a link is made then children from the housing estate use the commercial space as a playground during the evening and at weekends creating damage to property there.
- 3.12 If however, this second commercial phase may change from commercial to housing, then my views on this matter would change but until this happens I would recommend that a substantial fence 2m high should be erected separating the housing estate from the commercial site.
- 3.13 The suggested link from this new development into Ingleton Drive should also not be made. Ingleton Close is currently a cul-de-sac and with it brings the unique security that cul-de-sacs bring. By having a link into the bottom of this cul-de-sac, (a leaking cul-de-sac), will destroy the security and the low crime that this cul-de-sac currently enjoys.
- 3.14 I also have concerns that the entrance road of this intended site will be used by parents parking their vehicles ready to drop off or pick up their children from school. Local police officers inform me that the parking spaces at the school is really minimal and cars do park in an existing adjacent housing estate.
- 3.15 This school has a wide catchment area and there are buses provided to transport pupils to outlying villages. This causes problems entering and waiting to leave the site. I can foresee that parents would rather park outside the boundaries of the school rather than getting caught up having difficulty leaving the site once entering the school site.
- 3.16 Parents picking up their children may cause conflict with neighbours, due to noise, obstruction and congestion.
- 3.17 I would therefore recommend that some parking restriction be made for the entrance road to this site to prevent problems arising as aforementioned, whilst the same parking restriction should not inconvenience the residents and their visitors from parking.
- 3.18 Play areas, if not designed properly can create many problems. If the wrong play equipment is used whereby play equipment provides shelter, then this can be a gathering place for older youths frightening off children and their mothers.
- 3.19 The perimeter fencing must be secure to prevent dog fouling in the play areas.

### **NYCC Historic Environment Team (Archaeology)**

- 3.20 In accordance with Policy HE6: PPS 5, Planning for the Historic Environment, a scheme of archaeological evaluation should be undertaken to clarify the extent and character of any surviving archaeological remains within the application site and thus to assess the archaeological impact of the proposed development. I would expect to see all

archaeological evaluation undertaken pre-determination, and in the first instance this should comprise geophysical survey.

- 3.21 Upon receipt of the geophysical survey report I would be happy to provide further advice as to the requirements for further evaluation or appropriate mitigation as required.
- 3.22 The evaluation results should include a statement on the archaeological potential of the site/area and a statement of archaeological significance, as well as an assessment of the archaeological impact of the development proposals. An informed and reasonable planning decision can thus be taken as to whether the development should be permitted in its present form. If so, the above information will assist in identifying mitigation options for minimising, avoiding damage to, and/or recording any archaeological remains.

#### **Yorkshire Water Services Limited**

- 3.23 The Flood Risk Assessment (prepared by Jeremy Benn Associates - Report 2010s4418 Final v3 dated 07/2011) which has been received with this application confirms that surface water from the site will discharge to a watercourse, via storage, with a restricted discharge, however, the report contains a site layout (drawing 2464 - 100 (revision D) dated 25/07/2011 that has been prepared by Niemen Architects) which shows proposed new buildings will be sited over the public sewerage and water supply system located within the site. This could seriously jeopardise Yorkshire Water's ability to maintain the public network and is not acceptable. We therefore OBJECT to the application as currently shown. I strongly advise that, prior to determination of this application; the site layout is amended to allow for adequate protection of the water main and sewers. The following points should be addressed.

- i) The submitted drawing should show the site-surveyed position of the water main & public sewers crossing the site.
- ii) The submitted drawing should show the proposed building stand-off distances from water mains and public sewers - or agreed alternative schemes.

#### **Kyle and Upper Ouse Internal Drainage Board**

- 3.24 Object to the application subject to receiving further information concerning surface water discharge arrangement. The site does fall within the Board's district and adjoins Board maintained water courses that only have a capacity for agricultural run-off rates.

#### **Environmental Health Officer**

- 3.25 The proposed development is in close proximity to a major road and will be exposed to high levels of road traffic noise. Development shall not begin until a scheme for protecting the proposed dwellings from noise from York road has been submitted to and approved by the Local Planning Authority. All works which form part of the scheme shall be completed before any of the proposed dwellings are occupied.
- 3.26 The proposed development is in close proximity to a regional fire training centre which holds training exercises involving the burning of OSB3 boards and chipboard as part of the exercise once per week. This generates smoke and a pungent odour which is very likely to be detectable at the location of the proposed dwellings. Previous experience tells us that this is likely to give rise to nuisance complaints. I would therefore question the siting of the residential dwellings in relation to the fire training centre, and request that full consideration is given to this matter by the applicants.

## **Network Rail**

3.27 In relation to the above application I can confirm that Network Rail have no observations to make.

### **4.0 DECISIONS SOUGHT**

4.1 None.

### **5.0 FINANCIAL IMPLICATIONS AND EFFICIENCIES**

5.1 None

### **6.0 LEGAL IMPLICATIONS**

6.1 Potential s.106 contributions including: affordable housing, education, public open space, school sports hall and health are being discussed with the applicant.

### **7.0 SECTION 17 CRIME AND DISORDER ACT 1998**

7.1 Subject to further consultation with the Police Architectural Liaison Officer.

### **8.0 EQUALITY/DIVERSITY ISSUES**

8.1 The Council fully considered these issues in the preparation of this report.

### **9.0 RECOMMENDATION**

9.1 Recommend that Members undertake a site visit and raise any concerns or aspirations about the development at an early stage in order to allow for further dialogue with the applicant.

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**Background papers:** Planning Application ref: 11/01661/FUL  
Planning Application ref: 11/01763/OUT

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