

PREFACE

This Development brief for residential development on land between Low Street and Common Lane, South Milford, is based on the development proposals for this site contained in the Deposit Draft Selby District Local Plan, which was published in July 1997.

The brief has been produced jointly by the Land and Development Practice (LDP) on behalf of landowners and perspective developers, and the District Council. In order to guide emerging proposals for the site and to ensure that a sustainable form of Development is achieved.

The brief has been subject to a public consultation exercise and amended where appropriate to reflect representation received. The Development brief was formally approved and adopted as Supplementary Planning Guidance by the Council's Policy and Resources Committee on the 4th February 2003.

The adopted brief provides further guidance on the type of development that will be acceptable, and illustrates how issues such as access and layout should be tackled in order to satisfy planning and technical requirements. The brief is also intended to achieve a better standard of design and layout, to identify opportunities for the creation or enhancement of important features, and to maximise the benefits of a comprehensive approach to development.

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APPENDICES

Appendix

- 1 Concept Plan for the development of STM/1 - Drawing Reference Number 2135.3C.

Disclaimer

Selby District Council do not accept any liability for the accuracy of any information contained within this Development Brief.

Prospective developers/purchasers are advised to independently verify the accuracy of the information with statutory bodies and other relevant organisations.

1.0 INTRODUCTION AND SCOPE OF THE BRIEF

1.1 This Development Brief (“the Brief”) provides a framework for the development of the land between Low Street and Common Lane, South Milford (known as STM/1). The Brief has been produced on behalf of the parties who control the land by The Land and Development Practice, in consultation with Selby District Council. The following specialist consultants have contributed to this brief and we gratefully acknowledge their input:-

- Mayer Brown - Highway Consultant
- F Baker - Drainage Engineer
- ADAS - Agricultural Appraisal
- Kirby Charles - Noise Consultants
- M Griffiths - Archaeological Consultant
- Estell Warren - Landscape Architects
- Pioneer - Affordable Housing Specialists
- AIG - Environmental Consultants

1.2 The Brief draws upon the main development principles as set out in Part One of the Deposit Draft Selby District Local Plan (July 1997) and the Site specific considerations contained within Part Two (policy STM/1) as well as Government Guidance and in particular the revised version of PPG3 on Housing (March 2000) which seeks to encourage inclusive communities, higher density development in appropriate locations and good design. In the context of the above the Brief provides a comprehensive strategy for the development of the Site and incorporates development and design principles, drainage and highway considerations, objectives for the creation of footpaths/cycleway links and public open spaces and landscaping. The Brief provides detailed guidance for Selby District Council to assist in its consideration of any future planning application(s) relating to the Site. The proposals within the Brief are shown on the concept plan, drawing number 2135.3C as attached at appendix 1.

1.3 The Brief has been prepared in the context of current Government Guidance, the Deposit Draft Selby District Local Plan policies and the most up-to-date local

statistics and information. However, Government Guidance is amended from time to time and local circumstances change and as such it is envisaged that any future planning application(s) relating to the Site will be considered in the light of the policy background and information which is available and applicable at the time of determination. In particular it should be noted that the Brief may have to be modified to take into account any change in circumstances deriving from the local plan process.

2.0 LOCATION AND SITE DESCRIPTION

- 2.1 The Site is located in the settlement of South Milford. South Milford is a relatively large settlement located off the A162, which links Tadcaster (12 km to the north) to the Castleford/Knottingley area (8 km to the south). About 2 km to the south of South Milford is the A63(T) which connects Leeds to Selby and links into the A1. South Milford lies about 2.5 km to the south of the settlement of Sherburn in Elmet which is the principal shopping centre in the locality and contains one of the Districts main industrial/employment areas. Both Sherburn in Elmet and South Milford share the same bypass located east of the two settlements on a North/South route.
- 2.2 Originally South Milford was an agrarian settlement which had a linear form. However, this development pattern is no longer apparent due to post-war housing construction which has occurred behind the main streets. South Milford is now a compact settlement and the Site is located immediately adjacent to the south eastern part of it.
- 2.3 South Milford has a range of facilities including a general store and post office, a church and chapel, a primary school, three public houses, a doctor's surgery, a petrol filling station, two restaurants, a car show room, a hairdressers, children's playground, a squash club (located to the north of the settlement in Sherburn in Elmet Parish), St Mary's Church Hall, Methodist School Room, Women's Institute, a cricket field and a football field.
- 2.4 South Milford benefits from a number of public transport facilities. It is served by a regular bus service to Selby, Leeds, Tadcaster, Pontefract, Castleford and York, and it contains a railway station which provides rail services to Selby, Manchester, Leeds and Hull. The neighbouring town of Sherburn in Elmet has another railway station which provides services on the York to Selby and Sheffield line. As referred to earlier South Milford benefits from the bypass which is constructed to the east of the settlement. Previously, a significant volume of traffic passed through South Milford, but since the completion of the bypass in September 1992, together with the HGV Order which has been in place for the last two years, traffic utilising the main thoroughfare, Low Street, has been significantly reduced.

- 2.5 South Milford is defined in the Deposit Draft Selby District Council Local Plan as a H6 settlement and is identified as being capable of accommodating additional residential development.
- 2.6 The Site is allocated in the Deposit Draft Selby Local Plan for housing purposes and is identified as STM/1. The allocation (STM/1) covers approximately 7.46 hectares (18.45 acres). The northern part of the Site equates to approximately 3.25 hectares (8.03 acres) and is currently in arable use. This part of the Site contains several trees which are subject to a Tree Preservation Order. The southern part of the Site equates to approximately 4.89 hectares (12.08 acres). It is predominantly given over to redundant and dilapidated glasshouses, together with areas of hard standing. In addition to the land which comprises STM/1 there is further vacant and underused land to the rear of the petrol filling station. This land has been incorporated into the proposed development area. The total site area which is subject to this development brief amounts to 8.14 hectares (20.11 acres).
- 2.7 The Site is bounded to the north by residential development and to the west by a petrol filling station and various commercial uses, together with several residential properties. Further to the west there is a residential development which has been created from the post war era to the present time and the Primary School. The eastern boundary to the Site is formed by several bungalows, a horticultural workshop and Lund Sike Lane which is bordered by hedgerows. Beyond Lund Sike Lane lies arable land. The southern boundary of the Site is formed along the edge of the land occupied by the glasshouses, together with a hedgerow of conifers, bordering part of the boundary, beyond which lies a further arable field. The Sherburn in Elmet and South Milford bypass wraps around the southern and eastern edge of the settlement encompassing the Site and separating South Milford from the wider open countryside beyond.
- 2.8 A belt of landscaping has been planted on the inside edge of the bypass. The landscaped areas have matured significantly since planting. The Site is well contained by existing built development, landscaping and other topographical features.

3.0 **PLANNING POLICY BACKGROUND**

3.1 The Development Plan background relating to the Site consists of the North Yorkshire Structure Plan which was approved in 1980 and amended in 1987, 1989 and 1995 and the Sherburn in Elmet Local Plan which was adopted in 1984 and subsequently amended by the Sherburn in Elmet and South Milford Interim Policy Guidance which rolled forward the provisions of the Local Plan until 1996. In addition to the above elements of the Development Plan the Local Authority published the Deposit Draft Selby Local Plan in July 1997 and which has now completed the Public Inquiry stage.

3.2 The North Yorkshire Structure Plan indicates that for the period 1991 - 2006 provision will be made mainly in and around main urban areas, main towns and small towns for an additional 34,400 dwellings of which 9,300 shall be provided within Selby District. Policy H3 of the North Yorkshire County Structure Plan indicates that outside the major urban areas and the market towns provision will be made within the district totals for the majority of new housing development in the rural areas to be located in service villages. South Milford is identified by Selby District Council to be a service village.

3.3 The Deposit Draft Selby District Wide Local Plan was published in July 1997. Part I of the Local Plan sets out the main development principles and indicates that housing should:-

- Promote the principles of sustainable development including the integration with existing development, energy conservation, and meeting the needs of disabled and other inconvenienced persons.
- Reinforce local distinctiveness and promote excellence in design and layout.
- Conserve, enhance and create wildlife habitats and protect significant natural and man made features.
- Ensure that landscaping, open space and the provision for the needs of cyclists and pedestrians are an integral element of the design.

- Maximise the use of the existing services and infrastructure.
- 3.4 Part II of the plan provides detailed guidance in relation to particular settlements and individual sites. Part II of the Local Plan confirms that South Milford has a very good range of services and infrastructure capacity to sustain further growth (paragraph 7.5). The Deposit Draft Local Plan also states that South Milford has a number of locational advantages over alternative locations including access to public transport and employment opportunities. The Local Plan therefore proposes to modify the existing Green Belt boundaries in order to cater for an element of short term growth (paragraph 7.6) and to allocate the bulk of the Site under Policy STM/1 for residential development.
- 3.5 Policy STM/1 states that:-
- “Land between Low Street and Common Lane, South Milford, as defined on the inset proposals map, is allocated for residential development in accordance with Policy H2. In addition to satisfying the requirements of relevant planning policies, proposals will be expected to comply with the provisions of an up-to-date development brief by the District Council. In particular proposals must make provision for:
- 1) Vehicular access to be taken from Low Street, with the provision of appropriate junction arrangements;
 - 2) The establishment of a permanent landscaped southern and eastern boundary;
 - 3) The incorporation of amenity space and footpath links as an integral element in the layout securing pedestrian and cycle access between Low Street and Common Lane;
 - 4) The incorporation of appropriate noise amelioration measures to meet the requirements of an approved noise assessment undertaken at the developer’s expense; and
 - 5) A mix of dwelling types, including a target of 40 affordable units, for both rent and sale, in accordance with Policy H4.”

3.6 The plan also provides guidance on:

ENV1	Control of development - general considerations
ENV10	General nature conservation considerations
ENV20	Strategic landscaping
ENV21	Landscaping requirements
ENV28	Archaeological remains
H2	Location of new housing development
H4	Affordable housing
H6	Housing within Development Limits
T1/T2	Relationship to Highway Network and Road
T6	Public Transport
T7	Provision for cyclists
ENV18	Tree Preservation Orders
VP1	Vehicle Parking
RT2	Open space requirement

3.7 It is not the intention of this brief to provide a full interpretation of all aspects of National Planning Guidance as found in the various Planning Policy Guidance Notes. However, the recently revised versions of PPG1 and PPG3 places considerable emphasis upon the design and sustainability of development which together with the concept of mixed use development are key themes to the Government's approach to planning for housing. The significance of achieving good building and urban design is considered in Paragraphs 13 to 20 of PPG 1 and Paragraphs 46 to 68 of PPG3. The following paragraphs are considered to be of particular relevance to this development brief:

“Paragraph 14 of PPG1

As the appearance of treatment of the spaces between buildings is often of comparable importance to the design of buildings themselves, landscape design should be considered as an integral part of urban design.”

“Paragraph 16 of PPG1

Applicants for planning permission should be able to demonstrate how they have taken regard of the need for good design in their development proposals and have had regard to relevant development plan policies and supplementary planning guidance. This should be done in a manner appropriate to the nature and scale of the proposals.”

“Paragraph 56 of PPG3

New housing development of whatever scale should not be viewed in isolation. Considerations of design and layout must be informed by the wider context, having regard not just to any immediate neighbouring buildings but the townscape and landscape of the wider locality. The local pattern of streets and spaces, building traditions, materials and ecology should all help to determine the character and identity of a development, recognising that new building technologies are capable of delivering acceptable built forms and may be more efficient. Local planning authorities should adopt policies which:

- create places and spaces with the needs of people in mind, which are attractive, have their own distinctive identity but respect and enhance local character;
- promote designs and layouts which are safe and take account of public health, crime prevention and community safety considerations;
- focus on the quality of the places and living environments being created and given priority to the needs of pedestrians rather than the movement and parking of vehicles;
- avoid inflexible planning standards and reduce road widths, traffic speeds and promote safer environments for pedestrians; and
- promote the energy efficiency of new housing where possible.”

3.8 “Paragraph 58 of PPG3

Local planning authorities should therefore:

- avoid developments which make inefficient use of land;

- encourage housing development which makes more efficient use of land (between 30 and 50 dwellings per hectare net); and
- seek greater intensity of development at places with good public transport accessibility such as city, town, district and local centres or around major nodes along good quality public transport corridors.”

- 3.9 The guidance contained within PPG3 will result in the development being at a higher density than that envisaged in the Deposit Draft Selby District Local Plan and Policy STM/1 namely 190 dwellings. PPG3 advocates that developments in sustainable locations such as South Milford should be developed at a density of at least 30 dwellings per hectare. It is anticipated that the density of development within the Site will therefore range from low density executive housing to higher density development. It is envisaged that the net housing density of the Site will be in the order of 30 - 35 dwellings per hectare subject to detailed design considerations.
- 3.10 The Brief has therefore been formulated in the context of the policies of the Development Plan and the Deposit Draft Selby District Local Plan as well as the Government’s aims and objectives contained in PPG 1 and PPG3. Consequently, the Brief provides a comprehensive set of criteria and considerations to guide the development of the Site.
- 3.11 The Site is above the threshold for referring greenfield housing applications to the Secretary of State under The Town and Country Planning (Residential Development on Greenfield Land [England]) Direction (Circular 08/2000) and consequently an application for development will need to be referred in accordance with the regulations.

4.0 **HIGHWAY AND DRAINAGE ISSUES**

4.1 **Highway Issues**

4.1.1 Policy STM/1 of the Draft Selby District Local Plan indicates that vehicular access is to be taken from Low Street with the provision of an appropriate junction arrangement. There are two potential access points onto Low Street and both of these individual access points have been assessed by Highway Consultants as individual stand alone accessways, each capable of serving the whole of the Site if so required.

4.1.2 It is understood that North Yorkshire County Highway Department would be seeking vehicular access from Low Street by way of a cul de sac access road with an emergency link onto Lund Sike Lane. When such an access arrangement is proposed the Department of the Environment and the Department of Transport's advice contained within Residential Roads and Footpaths (Design Bulletin 32) indicates that the road layout should form a circuit within the Site and there should be the shortest practical connection between the circuit and the point of access.

4.1.3 As an alternative discussions have been entered into regarding the possibility of providing a link road joining the two potential access points onto Low Street.

4.1.4 These individual access points are described in more detail below:-

- i) The first potential accessway lies to the south of the existing petrol filling station and was assessed by Mayer Brown in September 1999. Planning permission has already been granted for the construction of a new access road here. This access road is designed to serve the petrol filling station and industrial units behind as well as the development of the residential land which is the subject of the Brief. As this junction has received planning permission the principle of access from this point has already been established.
- ii) The second access point was assessed by Bryan Hall Associates in April 1998. This access point is formed by a gap in the otherwise built up eastern frontage along Low Street. This gap lies about 35 metres to the south of Beach Drive, which is an existing residential estate road and immediately south of Burliegh

House. A planning application to layout this junction has been submitted to Selby District Council, but the application is currently being held in abeyance as the Local Authority consider that the application is premature in relation to the Local Plan process.

- 4.1.5 Junction capacity studies have been carried out in relation to both these access points. Details of traffic on Low Street were obtained from the North Yorkshire County Council and discussions have been held with North Yorkshire County Council Highways Department. The junction capacity studies conclude that a simple priority junction at either, or both of these locations would be acceptable and that Low Street will continue to operate at less than 33% of its traffic carrying capacity during morning and evening peak periods and less at other times. The capacity studies also confirm that the bypass roundabout will continue to operate well within its design capacity. The junction capacity studies confirm that either or both of these access points are acceptable in highway terms.
- 4.1.6 The access point(s) onto Low Street will be formed by simple priority junction(s) with 4.5 metres x 90 metre visibility splays. The new major access road serving the subject site will have a maximum carriageway width of 6.0 metres with two, two metre footpaths either side. The 30 mph zone limit south of the Southlands Service Centre will be relocated further south to a point adjacent to the bypass.
- 4.1.7 The local highway authority, North Yorkshire County Council, have confirmed that either of the two access points identified on drawing number 2135.3C are acceptable to serve the development of the Site.
- 4.1.8 An emergency link onto Common Lane/Lund Sike Lane will be needed to serve the Site if a single access point is utilised on Low Street.
- 4.1.9 The design of the estate road may need to facilitate access to adjacent land if this is recommended to be safeguarded for future development, by the Local Plan Inquiry Inspector.
- 4.1.10 A pedestrian crossing will be provided on Low Street to secure the safe passage of pedestrians, particularly young children, from the Site to the western side of Low

Street where the primary school is located. This will be secured through a Section 106 Agreement under the Town and Country Planning Act 1990 and a Section 278 Agreement under the Highway Act 1980. This pedestrian crossing will be provided at an early stage in the development of the Site.

4.2 **Drainage**

4.2.1 South Milford is drained by a mixture of combined and separate foul and surface water systems of drainage.

4.2.2 A drainage feasibility study was undertaken in October 1998 which assessed the foul and surface water drainage position in relation to the development of the Site for residential purposes.

Land and Surface Water Drainage

4.2.3 The proposed residential development sites lie within the natural catchment area of the Cawdel Head Drain, which is administered by the Selby Area Internal Drainage Board. Part of this land drainage system has been culverted in 900 mm diameter pipes from an area adjacent to Common Lane on to an open dyke on the eastern side of the Bypass. The pipes are laid falling in an eastward direction from the Site at a gradient of 1/333 and should have sufficient capacity to accommodate any additional run-off which might arise from the development of this land. At this time about half of the area of STM/1 is currently paved and covered with glasshouses. The redevelopment of this area for residential purposes will result in a reduction of the impermeable area and as such surface water run-off will be less than the existing peak volumes of discharge into Cawdel Head Drainage System passing this area of the Site. Working on the basis of a maximum impermeability factor of 35% for any housing development the Selby Area Internal Drainage Board would accept unattenuated surface water run off from the whole of the Site. The Selby Area Internal Drainage Board have confirmed that they are mindful to accept the unrestricted surface water run off from the proposed housing development.

- 4.2.4 The Site lies outside the Environment Agency's indicative flood plain (2001) although surface water discharge from the Site feeds into the Selby Dam.

Existing Foul Drainage System

- 4.2.5 South Milford is served by an existing public foul sewerage system comprising both combined and separate systems of drainage. These sewers drain by gravity to an existing foul drainage pumping station which is situated on the north side of Common Lane to the east of South Milford bypass. The pumping station has a rising main which delivers to the Sewage Treatment Works at Sherburn in Elmet, which is managed by Yorkshire Water.
- 4.2.6 In order to connect the foul sewerage system serving the proposed residential development to the public sewerage system it will be necessary for an off site foul sewer to be constructed from a suitable point on Common Lane near the Site across the bypass to connect into the existing inlet sewer of the pumping station.
- 4.2.7 A satisfactory gravity foul sewer under the bypass is achievable and there is sufficient capacity in the pumping station and the treatment works to cater for the development of this site.

5.0 ENVIRONMENTAL AND OTHER DESIGN CONSIDERATIONS

5.1 In this section of the Brief the key factors which have influenced and contributed to the development philosophy and design principles are set out. These factors are addressed below under the following headings:-

- i) Environmental Considerations
- ii) Local Services and Facilities
- iii) Infrastructure

5.2 i) Environmental Considerations

5.2.1 Agricultural Land Quality

5.2.1.1 The agricultural land classification map of England and Wales classifies the Site to be Grade 3 land.

5.2.2 Public Footpaths

5.2.2.1 The land is in private ownership and there are no public footpaths crossing or near to the Site.

5.2.3 Archaeology

5.2.3.1 North Yorkshire County Council have been contacted concerning potential archaeological remains in the locality. North Yorkshire County Council point out that there are pre-historic crop marks in the field to the east of Common Lane and other crop marks in the fields to the southern side of the settlement and have confirmed that there is the possibility of finding archaeological remains on the Site. Consequently the County Council will require a preliminary geophysical survey using magnetometry on the northern part of STM/1. This survey should extend to 2 hectares and should be carried out when the field is recently ploughed or under young crop or pasture. North Yorkshire County Council have indicated that a survey on the south part of the Site would not be appropriate at this time given the presence of the glasshouses. The results from this survey should be assessed by a suitably qualified Archaeologist. Depending on the findings of this survey it may be necessary to

undertake trial trenching in the northern part of the Site in order to clarify the precise nature and extent of any archaeology. Depending on the findings of the investigation of the northern part of the Site it may be necessary to undertake an archaeological evaluation of the south part of the Site.

5.2.3.2 The developer(s) will discuss with the County Archaeologist at the earliest practical opportunity the requirements for the archaeology and field evaluation, the results of which will be submitted with the detailed planning application(s). Depending on the results of this evaluation a condition may be appended to any grant of planning permission to facilitate the mitigation of the impact of development on archaeological remains in accordance with local plan policy ENV28.

5.2.4 Landscape

5.2.4.1 The Site occupies flat or gently sloping land between South Milford and the A162 bypass. Screen planting along the bypass is beginning to mature, softening or partially screening many views from the village to the road, in some places however strengthening of planting would be beneficial.

5.2.4.2 There are few existing landscape features of merit within the Site. These comprise:

- clipped or grown out mixed species hedgerows with mature broadleaved trees extending between the Bungalow and Low Street. Note that mature trees are located within hedgerows adjacent to the Bungalow and properties near Rose Court. The central section of clipped hedgerow does not provide a significant landscape feature but better-formed sections of hedgerow should be incorporated into the development if practical;
- two freestanding mature trees within the northernmost field of the Site;
- clipped mixed species hedgerow and occasional mature trees along the boundary with Common Lane.

5.2.4.3 A number of linear stands of exotic conifer species are present within the Site. These are incongruous with both the local village character and wider landscape setting and

should ideally be removed with replacement using more appropriate native species. They should not form a constraint to site development.

5.2.5 Site of Nature Conservation Interest

5.2.5.1 North Yorkshire County Council have been consulted and they have confirmed that there are no sites of nature conservation interest on the land which is the subject of the Brief or on land nearby which could be adversely effected by development on the Site. Whilst there is no protected fauna identified on the Site the developer(s) will consider and take appropriate steps, wherever reasonably practical, to mitigate the impact of the development on any animals and their habitat which are present.

5.2.5.2 As the Site is substantially covered by built development in the form of the dilapidated glasshouses it is evident that the redevelopment of the Site and the setting out of the green corridors and open spaces will provide an opportunity for habitat creation and the diversification of flora and fauna within the Site.

5.2.6 Noise

5.2.6.1 Policy STM/1 states that a noise assessment should be undertaken at the developer's expense and indicates that if the noise assessment finds that noise attenuation measures are necessary then the developer(s) should consider the orientation of the proposed dwellings or other remedial measures.

5.2.6.2 A noise assessment has been undertaken by Kirby Charles Associates in accordance with Government Guidance contained within PPG 24 on 'Planning and Noise' and other good practice guidelines and British Standards. On the basis of the noise measurements undertaken by Kirby Charles Associates it was found that the nearest likely properties to the A162 could be exposed to road traffic noise at Noise Exposure Category (NEC) B during the daytime and night time periods. Noise Category (NEC) B states that:-

"B - Noise should be taken into account when determining planning applications and, where appropriate, conditions imposed to ensure an adequate level of protection against noise."

5.2.6.3 As a consequence, the noise assessment prepared by Kirby Charles Associates indicates that in order to ensure acceptable external and internal noise levels are not exceeded, it is proposed that where necessary acoustic screening be erected and the windows of all habitable first floor rooms facing the A162 are provided with glazing to be of a minimum specification 6 mm glass x 12 mm air gap (minimum) x 6 mm glass with room ventilation being provided by acoustic vents.

5.2.6.4 The findings of Kirby Charles Associates will be taken into account in preparing the planning application for the development of the Site and the report will be submitted with the detailed planning application(s) and will include an (NEC)B contour map.

5.2.7 Contamination

5.2.7.1 The northern part of the Site is currently in arable use and is considered not to be contaminated.

5.2.7.2 The south part of the Site is occupied by a range of redundant glasshouses and associated fixed structures. AIG were commissioned to report on the ground conditions of the south part of the Site and their findings suggest that no industry which could have given rise to significant ground contamination has ever occupied the southern part of the Site and no evidence of significant ground contamination was encountered during field investigations.

5.2.7.3 However, if any clearly unnatural odorous, brightly coloured fibrous materials, obviously contaminated or unknown materials are encountered when developing the Site then Selby District will be contacted and further advice will be sought from suitable qualified parties.

5.2.8 Tree Preservation Orders

5.2.8.1 In the northern part of the Site there are several trees which are subject to tree preservation orders. These trees will be retained and incorporated into the development scheme for the Site.

5.3 **ii) Local Services and Facilities**

5.3.1 Shopping Facilities

5.3.1.1 South Milford was originally an agrarian settlement which had a traditional linear form which extended along High Street and Low Street. Over the years South Milford has grown considerably with modern estate style development extending outwards. In terms of shopping facilities and services South Milford contains three public houses, two of which are on Low Street, a post office and general store, two car showrooms, a 24 hour petrol filling station and two restaurants. These facilities are dispersed throughout the settlement.

5.3.2 Community Facilities

5.3.2.1 In terms of community facilities there is a health centre near the junction of High Street and Low Street, St Mary's Church Hall, Methodist School Hall, Women's Institute, a church and chapel, a squash club (located to the north of the settlement in Sherburn in Elmet Parish) and a primary school which lies off Sand Lane, about 100 metres from Low Street.

5.3.2.2 In so far as increased health care provision may be required as a direct consequence of the development of STM/1 the developer will investigate potential ways to assist in meeting any legitimate need. This could include amongst other methods a commuted payment of provision of land or part thereof.

5.3.3 Primary School, South Milford

5.3.3.1 South Milford Primary School is located off Sand Lane. It has a capacity of 190 pupils and at March 2002 the number of children enrolled was 180. The development of the subject site, working on the basis of a minimum density of 30 dwellings per hectare could provide 244 new dwellings. On the basis of the projected demographic trends, the County Education Department have indicated that there may be a need for an additional 52 places. North Yorkshire Education Department will require a capital contribution to provide for this identified need and this requirement will be contained in an agreement under Section 106 of the Town and Country Planning Act 1990

attached to the grant of planning permission. The capital contribution will be apportioned between the ownerships in STM/1.

5.3.3.2 The capital contribution referred to above will be held in an escrow account for the provision of new permanent accommodation at South Milford primary school and for no other purpose.

5.3.4 Secondary School, Sherburn

5.3.4.1 The principle High School which serves this area lies within Sherburn in Elmet. The school has a capacity of 1,014 pupils and in September 2001 the number of children enrolled was 967. The Education Department expects the number of pupils within the school to increase naturally to 1,090 by 2004/05. The development of STM/1 might be expected to generate a requirement for an additional 37 high school places. The County Education Department has confirmed that in line with existing policy they will not be seeking a developer contribution towards the high school places.

5.3.5 Public Transport

5.3.5.1 South Milford is well served by public transport with bus services from Castleford to Tadcaster (491-3), Selby to Leeds (402 - 405) and Selby College (637). There is also a new service which provides a bus link directly to Sherburn in Elmet Industrial Estate. These bus services therefore provide north/south, east/west and local connections to designations and places of employment in and outside of Selby District. All of these services stop on Low Street. South Milford is also exceptional in the context of public transport as it is not only well served by bus services, but it also benefits from a railway station on the main Manchester to Hull railway line with services travelling between Leeds and Selby. This railway station whilst located adjacent to South Milford actually lies in the Parish of Sherburn in Elmet. In addition to the above Sherburn in Elmet also has a railway station which is situated on the York to Sheffield and York to Selby railway line. Both railway stations have car parks and bus services.

5.3.6 Recreational Facilities

5.3.6.1 There are two main recreation grounds in South Milford situated in both the eastern and western parts of the settlement. The first lies to the north of the High Street and is comprised of a grass kickabout area and a modern equipped play area, while the other recreation ground lies off Mill Lane to the north of the Site and contains a cricket/football field and changing room.

5.4 **iii) Infrastructure**

5.4.1 General service information has been obtained from all of the relevant bodies and organisations. The service provider's stress that the actual position of these services must be established prior to the commencement of development.

Gas

5.4.1.1 Transco have confirmed that there is existing plant in the vicinity of the Site and that the main system could supply gas to the proposed development at the time of writing.

Electricity

5.4.1.2 Yorkshire Electricity have confirmed that there are mains crossing the Site and that these may need to be diverted. There is also a pole mounted transformer within the Site and this will have to be disconnected and removed to enable development. On the basis of the preliminary information supplied, Yorkshire Electricity have indicated that a substation will be required to supply the development.

Telecommunications

5.4.1.3 British Telecom have confirmed the position of the existing plant in the area and do not envisage any delays in providing service to the Site. British Telecom have indicated that some upgrading works may be necessary.

Water

5.4.1.4 Yorkshire Water have confirmed the position of the water mains for which they are responsible and indicated that there should not be any problem in supplying the

development of this site from the existing mains distribution system. Yorkshire Water also indicated that there may be pipes and privately owned apparatus for which Yorkshire Water is not directly responsible and are not included within their records and the presence of these services should be anticipated.

6.0 **DEVELOPMENT AND DESIGN PRINCIPLES**

6.1 The general development objectives for the Site are provided by Policy STM/1 of the Selby District Local Plan and the Highway and Drainage issues are outlined in Section 4.0 of the Brief and the environment and other design considerations are set out in Section 5.0 of the Brief.

6.2 The objectives referred to in STM/1 for the development of this site are as follows:-

- Achieve the development of a minimum of 244 dwellings within the plan period in accordance with advice contained within PPG3.
- Create a varied and attractive quality housing development in place of the dilapidated and unsightly glasshouses which currently present a poor impression of South Milford.
- Provide a mix of dwelling types and sizes including a proportion of affordable housing.
- Promote social inclusion.
- Create a landscaped eastern and southern boundary.
- Provide vehicular access into the Site from Low Street.
- Provide pedestrian and cycle routes between Low Street and Common Lane/Lund Sike Lane.
- Create a road layout which is safe and pedestrian friendly.
- The provision of amenity and recreation open space.

The above objectives have been expanded and translated into the following detailed design principles. These principles will be taken into account by the developer in order to achieve a high quality of development on the Site.

6.3 **Housing**

6.3.1 It is important that the development of the Site provides an attractive and safe environment in which to live, work and play. This can be achieved through a well designed housing scheme and although the detailed housing design, open space requirement and road layout, all of which will be negotiated with the developer(s). The following issues and matters need to be taken into account in the formulation of the development proposal for the Site.

- The proposed highway layouts must conform to the advice contained in the North Yorkshire County Council's Residential Highway Design Guide (2nd Edition) 1994 and Design Bulletin 32 (2nd Edition April 1992).
- The roads within each individual housing neighbourhood should incorporate a variety of widths, surface materials and other features to clearly distinguish and differentiate between the main access roads and the roads within the housing areas where drivers, pedestrians and cyclists are intended to share the surfaces and where pedestrian priority is required.
- Design techniques need to be utilised within residential neighbourhoods to ensure that road traffic speeds are 20 mph or below and that the residential environment is given priority in design terms rather than the highway in accordance with advice contained in PPG13 and 'People, Places and Movement'.
- The design of residential roads should indicate to drivers in a progressive manner, of the need to reduce speed and be aware that their priority as road users is progressively reduced and exceeded by the needs of cyclists and pedestrians.
- Imaginative highway designs should be employed to enhance the visual character of the housing neighbourhoods.
- The proposed housing layout will take account of Government Guidance on crime prevention and the developers will consult with the relevant police department. In general terms dwellings should be designed to enhance

security through providing layouts which allow spontaneous surveillance of roads and shared surfaces.

- The scheme should contain a range of housing types and densities including affordable accommodation in order to create a mixed and balanced community.
- Best practice in relation to noise attenuation will be utilised in the design and orientation of the proposed houses and rear garden areas.
- The development will efficiently use land and space.
- PPG3 encourages housing development which makes the most efficient use of land and seeks a greater intensity of development at places of good public transport and accessibility. PPG3 recommends a residential density of between 30 dwellings per hectare and 50 dwellings per hectare. In the context of this advice it is envisaged that the scheme will have a net density in the order of 30 - 35 dwellings per hectare subject to detailed design considerations.
- The housing scheme should incorporate a variety of designs and should utilise different materials and elevational treatments in order to create visual interests. The design of the residential areas and groups of houses should seek to encourage a sense of place and community.
- Attention should be paid to the orientation, siting, spacing and grouping of buildings in order to exploit available sun, and maximise protection from wind, all of which help to create an energy efficient environment.
- An interlinked network of pedestrian and cycle routes should be provided to connect housing areas with each other and to lead to other key designations within the settlement such as the Primary School.
- A pedestrian and cycle route will connect Common Lane and the housing areas off Burley Close, Cawdel Way and Common Lane itself with Low Street. This will provide an easy and convenient link from this existing

residential area as well as the proposed new houses on the Site to shops and services on Low Street and the primary school beyond.

- A pedestrian crossing will be provided on Low Street to secure the safe passage of pedestrians, particularly young children, from the Site to the western side of Low Street where the primary school is located. This will be secured through a section 106 agreement under the Town and Country Planning Act 1990 and a Section 278 Agreement under the Highway Act 1980.
- Proposals for the development of the Site should aid the provision of recycling, including the provision of adequate bin/box space at each property, in line with Council policy.

The location, or the method of the provision, of recycling will be the subject of further discussions with the Local Planning Authority.

- It is understood that there are proposals to create a country park on the restored Gascoign Wood spoil mound as well as an already established nature conservation interest on land to the east of the bypass. The developer(s) will design footways within the Site to lead towards these areas and the wider open countryside.
- The design of pedestrian routes/cycleways should recognise the needs of the disabled, the need to deter intruders and the promotion of security for those using them. The pedestrian routes/cycleways will be designed in accordance with relevant good practice guidance including North Yorkshire County Council's cycling scheme.
- High quality landscaping will be a key element within the Site and can be used to reinforce a sense of place and to enhance focal points and open spaces within the development. Care however should be taken to avoid opportunities for concealment close to houses, parked vehicles or pedestrian routes/cycleways.

6.4 **Affordable Housing**

- 6.4.1 The exact amount, type and tenure of the affordable housing will be a matter of negotiation between the developer and Local Planning Authority at the time of a planning application. The negotiations will take into account the site capacity (density issues), identified need, current market conditions, economics of provision and the need to achieve a successful housing development.
- 6.4.2 As a guide, the Deposit Draft Selby District Local Plan (as proposed for amendment by Pre Inquiry Change 299) indicates 40 affordable units out of the 190-site capacity (at 25 dwellings per hectare) for the housing allocation STM/1. In endorsing this level of affordable housing, the Local Plan Inquiry Inspector also recommends that the site capacity be increased in line with PPG3 expectations.
- 6.4.3 The Local Plan Inspector indicated that the number of affordable units on allocated sites such as STM/1 may increase as a result of the higher densities referred to in PPG3.
- 6.4.4 The affordable housing element may include both subsidised units for rent or sale and low cost market dwellings.
- 6.4.5 The affordable properties should be provided on-site. The affordable dwellings will be assimilated with the other elements of open market housing within the Site.
- 6.4.6 A section 106 agreement will be required to ensure the affordable housing is provided in accordance with national and local planning policy (Policy H4 as amended).

6.5 **Open Space/Recreational Facilities**

- 6.5.1 The Selby District Local Plan, Part One - General Policies (Para 8.20 and Policy RT2), proposes that new residential development should make recreational provision at the level suggested by the National Playing Fields Association i.e. at a level of 2.4 hectares per 1,000 population or 60 m² of open space per dwelling. This includes

children's play space, casual/informal children's play space and youth/adult provisions.

- 6.5.2 At a minimum density of 30 dwellings per hectare the open space provision for the Site equates to about:-

2,745 sq. metres for children's play space.

1,525 sq. metres for casual children's play space.

10,370 sq. metres for youth/adult provision.

The level of open space will vary depending on the number of dwellings which can be achieved on the Site and actual provision of open space will need to take into account the proper planning of the development and local circumstances. Consequently the above figures can only be used as a guide at this stage.

- 6.5.3 A recreation and open space study has recently been compiled by Selby District Council which identifies a deficit of open space within South Milford of about 1.9 hectares. This is based on the National Playing Field Associated 6 Acre Standard and the current population of South Milford which stands at 1,781.

- 6.5.4 A key element of the open space strategy for the development of the Site is the creation of a green corridor running through the central area of the proposed development. This corridor will be designed to contain open spaces and recreational areas which will be clearly identifiable together with footpaths and a cycle route connecting Common Lane to Low Street. Areas of open space provision will be provided within the corridor by a range of measures and these areas of open space will be integrated into the housing scheme to provide safe and secure areas for enjoyment/play. The Concept Plan attached at appendix 1 to this document shows the general distribution of key areas of open/recreational space.

- 6.5.5 Whilst the content, type, nature and maintenance of the open space will be the subject of negotiation with the Local Authority, it is considered that in light of the scale of development proposed and the current deficiency of open space in South Milford, the following facilities are to be provided as part of the development of the site:-

- All the children's play space and the casual children's play space should be provided on site in formally laid out areas which should be clearly marked on the layout plan submitted at application stage.
- A proportion of the youth/adult provision should be accommodated on site. The remaining youth/adult provision maybe provided by way of land or a commuted calculated in accordance with the existing draft Recreation Open Space Supplementary Planning Guidance.

6.5.6 As outlined in the draft Recreation Open Space - Supplementary Planning Guidance any decision about the type and location of recreation open space needs to involve the Parish Council and the Community. Such involvement will take place at the application stage.

6.5.7 Any commuted sum payment will be the subject of a section 106 agreement under the Town and Country Planning Act 1990.

6.6 **Highways**

The proposed development will be served by a major access road either in the form of a single junction onto Low Street with a loop and emergency access or a link road joining the two potential junctions onto Low Street. The residential layout will follow the advice contained in the North Yorkshire County and District Council's Residential Highway Design Guide (2nd Edition) 1994 and Design Bulletin 32 (2nd Edition April 1992) and its daughter document People, Places and Movement. The layout will be designed to a high standard utilising appropriate techniques to let drivers know when they are entering a residential area. The overall objective of the road layout will be to create a safe, attractive, and secure residential environment through the use of appropriate highway measures such as the juxtaposition of different materials, varying road widths and traffic calming techniques. The roads will be offered to North Yorkshire County Council for adoption under Section 38 of the Highways Act 1980.

6.7 **Landscaping**

- 6.7.1 As acknowledged in the Selby District Local Plan Part Two (incorporate proposed pre-inquiry change 432), the Site boundaries follow well defined physical features within which the future development of the Site will provide a well integrated and compact pattern of development. To reinforce the existing site boundaries and to strengthen the edge of the Green Belt it is proposed to plant a landscaping belt along the eastern and southern boundaries to the Site.
- 6.7.2 The proposed landscaping will supplement the existing planting which has already been provided adjacent to the bypass. The bypass and the existing landscaping belt lie between 80 and 200 metres to the south and east of the Site. The landscape belt associated with the bypass is a mixture of amenity planting and managed indigenous trees which are formed into a 10 metre wide belt along the edge of the bypass. The trees in this area are currently about 3 - 4 metres in height. The landscaping measures associated with the bypass obscure views of the southern aspect of the Site. The Council accept that these landscaping works can be seen to have a considerable screening effect and clearly when mature these planted areas will effectively obscure views of the development site from this direction. Along the north western edge of bypass, adjacent to the bungalows on Lund Sike Lane, there is an 8 metre wide planted bund which effectively screens the Site from views. Beyond this latter planted bund, north of the access road across the bypass, there is no landscaping. Consequently, the north eastern aspect of the Site is visible to passing motorists.
- 6.7.3 As views into the Site are severely limited by the presence of the bypass and the above mentioned landscaping, the proposed planting associated within the Site will be designed to provide amenity benefits for the future residents of the development rather than to mitigate any noise, landscape or visual impact. The proposed landscaping will be concentrated in the north eastern part of the Site as views into STM/1 are available.
- 6.7.4 The planting areas will vary in width. The strategic landscaping will be created with native species.

- 6.7.5 A phase 1 habitat survey would be undertaken and supplemented by additional surveys if phase 1 fieldwork indicate that protected species may be present.
- 6.7.6 The results of these surveys will influence the choice of tree and planting species and general habitat design, with the aim of extending local habitat types and supporting/encouraging any protected species populations. Existing features of ecological value (eg mature trees, hedgerows, standing deadwood, flower-rich verges) will be retained where possible and taken into account when designing new measures.
- 6.7.7 The aims of the forthcoming Selby Biodiversity Action Plan will also be taken into account when designing the scheme, with a view to supporting BAP targets applicable to the local area.
- 6.7.8 The amenity spaces in which the footpaths and cycleways lie will also be planted with appropriate trees and shrubs to add variety and interest. These corridors will provide the potential to create habitat links for wildlife.
- 6.7.9 Within the proposed site a linear ‘village green’ would provide a focus to the development, create local amenity space and a valuable new link into the village from both the development site and existing residential areas off Common Lane. Where possible the green would incorporate existing mature trees. At its northern end the green would fulfil a ‘buffer’ function between the proposed site and the existing residential area at Burley Close.
- 6.7.10 Mature trees (including TPO trees) would be retained within the proposed scheme to add both initial landscape maturity to the development and to break up the general continuity of built form and roofscape in local views.
- 6.7.11 Incidental landscaping will also be used in public amenity spaces and or adjoining housing groups, road corridors and private spaces to create a sense of place and to visually and physically separate housing and private space from the public areas.
- 6.7.12 The detailed landscape design will utilise native plant species that are in sympathy with the character of indigenous vegetation in this part of Selby and will be designed with regard to cost-effective landscape management and maintenance.

6.7.13 The essential aim of the landscaping will be to produce a high quality residential environment.

6.7.14 Details of the landscaping belt and the planting proposals within the Site will be the subject of negotiations with the Local Authority at the planning application stage.

6.8 **Drainage**

6.8.1 The proposed development will be served by separate foul and surface water drainage systems.

6.8.2 There is sufficient fall across the Site for the developer to be able to design and construct hydraulically satisfactory foul and surface water drainage systems.

6.8.3 Prior to water being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from parking areas and hard standings will be passed through trapped gullies.

6.8.4 Roof water will be discharged direct to the surface water system.

6.8.5 Surface water drainage from the new development may be connected directly into a manhole on the Cawdel Head Drainage System in accordance with any technical requirements and subject to the consent of the Selby Area Internal Drainage Board.

6.8.6 The developer will investigate the use of sustainable urban drainage systems and the surface water discharge rate must be restricted to that which could be expected from the current land use of the Site.

6.8.7 In relation to foul drainage it is recommended that the connection to be made from the development site to the pumping station to the east of the bypass. This new foul connection will be the subject of a requisition under Section 98 of the Water Industry Act 1991.

6.8.8 It is recommended that the foul and surface water sewerage systems to designed and constructed in accordance with 'Sewers for Adoption' 4th Edition and be subject to

Land between Low Street and Common Lane, South Milford

an Adoption Agreement in accordance with Section 104 of the Water Industry Act 1991 with Yorkshire Water.

7.0 PHASING AND IMPLEMENTATION

- 7.1 Development will commence upon the grant of planning permission and the execution of any associated legal agreements. It is anticipated that the whole site will be developed within the plan period.
- 7.2 Upon commencement of development the dilapidated glasshouses will be removed as a matter of priority and development will occur around the access point(s) from Low Street and move outwards into the Site as infrastructure is put into place.
- 7.3 The provision of structural landscaping, open space, footpaths and cycleways will be provided commensurate with the extent of development being undertaken. The phasing of which will be agreed with the Local Authority.
- 7.4 The developers will submit a 10 year landscape management plan for the public open spaces and structural landscaping and which are to be the subject of an adoption by Selby District Council.
- 7.5 The proposed pedestrian crossing will be provided at an early stage in the development of the Site and it will be the subject of a Section 106 Agreement under the Town and Country Planning Act 1990 and a Section 278 Agreement under the Highways Act 1980.
- 7.6 The level of affordable housing and the method used to secure its provision will be agreed with the Local Authority and will be subject to a Section 106 Agreement under the Town and Country Planning Act 1990.
- 7.7 If required a capital contribution to the provision of primary school facilities at South Milford will be agreed with the County Council and will be subject of a legal agreement.

8.0 **GENERAL SITE WORK REQUIREMENTS**

8.1 **Construction Operations**

Disturbance from construction operations is potentially a source of complaint from the public. Most problems arise from noise, particularly if it occurs at night or during weekends; or from mud deposited on public roads and footpaths.

8.2 Consideration of such problems before they arise will obviously reduce complaints. Any site developer is therefore required to take all reasonable precautions necessary and comply with all relevant legislation to reduce such disturbances to a minimum. All contract documents should include provision to control these matters.

8.3 **Noise**

The developer should make himself aware of his legal obligations to ensure compliance with all appropriate legislation and conditions during all site development works and which may have an adverse effect upon local residents.

8.4 **Night and Weekend Working**

There may be circumstances which require work to be done during evenings, weekends, and exceptionally at night. The Site developers should ensure that noisy operations are not carried out at this time if they are likely to cause disturbance to local residents. The developer(s) will take active steps to mitigate the effects of construction work by employing the techniques specified in BS5228.

8.5 **Mud, Dust and Smoke**

All contractors are responsible for the prevention of mud being deposited on public highways or footpaths; remedial action after an event is unacceptable. All developers are therefore to ensure that there are clauses in their contract documents requiring the removal of mud from vehicles before they leave the Site. The installation of a vehicle washing facility may be appropriate.

8.6 In dry weather dust should be swept off roads and footpaths and dusty areas dampened down to prevent it blowing off-site towards nearby residential properties or major roads. General building operations should also be carried out in a manner which would prevent or minimise any dust creation.

8.7 Materials must not be burnt on site.

8.8 **Tipping**

Much of the topsoil and subsoil removed during site development and building construction may be retained on-site and used in the landscaped areas/mounds. Any surplus material will be taken to an approved public or private tip.

8.9 As this is a greenfield site it is not anticipated that there is any contaminated land requiring special treatment. However, any localised contamination i.e. from previous oil spills on the nursery site will be removed to a registered site or remediated on site. Any contaminated waste to be taken to the tip should be removed by a registered waste carrier in accordance with the Special Waste Regulations.

8.10 **Site Access**

Prior to any development the developer must have agreed with the District Council the routing of contractors/delivery vehicles to the Site in order to minimise their impact upon existing residential areas.

8.11 **Parking Provision During Construction**

On-site provision must be made for all vehicles, including employee's cars, during both the Site construction and individual building contract periods. Parking on adjacent road verges will not be allowed.

8.12 **Pollution**

The developer/contractor will be required to take all reasonable precautions to prevent pollution of the Site and its general environment including any streams/watercourses. They will also advise the District Council and the appropriate

authorities i.e. the Environment Agency, the Selby Area Internal Drainage Board, Yorkshire Water, etc in the event of any pollution occurrence. This arrangement does not relieve the developer of any statutory requirements or provisions in this regard.

8.13 **Protection of Trees, Hedges, etc**

All trees, hedges, etc., on site which are to be retained must be protected against drainage during construction. In particular:-

- No rubbish soil or other materials shall be dumped/stored within the branch spread.
- The topsoil within the branch spread shall not be disturbed or excavated.
- No change in ground level shall be made within an area extended 3 metres beyond the branch spread.

8.14 **Biodiversity**

The developer should make himself aware of his legal obligations under the Wildlife and Countryside Act (1981 as amended), Conservation (Natural Habitats & C) Regulations 1994 and the legally protected species policy in the Local Plan.

Birds nests and their eggs are protected against damage. If the removal of buildings or trees/scrub is to take place between late February and August a survey by a competent ecologist will be required to check for the presence of nesting birds prior to clearance works.

As a precaution a walk over site check should be carried out for the potential presence of legally protected species in advance of site works commencing such as badgers or bats.

8.15 **Site safety**

Site Safety is to comply with the Construction (Design and Management) Regulations 1995 and also with the Guidance and Recommendations published by the Health and Safety Executive.