

Pigotts Autoparts, Sheriff Hutton Road, Strensall, York YO32 5XH

Outline application for the demolition of existing structures and erection of 6no. dwellings with associated access, car parking and landscaping (with all matters reserved except for access, layout and scale)

Design and Access Statement

January 2024



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- 1. Decision Notice 22/01795/FULM

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January 2024

1.0 Introduction

- 1.1 This statement is prepared in support of a planning application for the redevelopment of the Pigotts Autoparts Sheriff Hutton Road Strensall York YO32 5XH. It is a resubmission of application 21/02757/OUT, which proposed:

“Outline application for the demolition of existing structures and erection of 6no. dwellings with associated access, car parking and landscaping (with all matters reserved except for access, layout and scale).”

- 1.2 The application was recommended for refused by the Council at the Planning Committee B meeting of 16 August 2023. The reasons were:

1 Insufficient information has been submitted with the application for the Local Planning Authority, as the Competent Authority, to undertake a Habitats Regulations Screening Assessment and Appropriate Assessment as required by the Conservation of Habitats and Species Regulations 2017 (as amended). As a result, Officers are unable to undertake the required screening assessment and assess whether there are any adverse effects on the integrity of the SAC, or if any necessary mitigation measures may be required. Due to the insufficient information, Officers are also unable to determine if the application complies with Policy G12a 'Strensall Common Special Area of Conservation (SAC) of the draft Local Plan (2018).

2 The proposed development is in an unsustainable location. Residents of the proposed dwellings would be entirely reliant on private vehicles due to the lack of sustainable transport options available. The proposal would result in vehicle movements with no potential for more sustainable modes of transport being utilised. As such the proposed development fails to comply with paras 92, 104, 105, 112, 124 and 130 of the NPPF, that requires developments to 'create places that are safe, inclusive and accessible' and to promote walking, cycling and public transport.

3 *No information has been submitted to demonstrate that the proposal would comply with the requirements of Policy EC2 (Loss of Employment Land) of the draft Local Plan (2018). On the basis of the lack of information, Officers are unable to assess whether the proposed development complies with these policy and Paragraph 81 of the NPPF.*

- 1.3 The resubmission addresses the reasons for refusal with regards to insufficient information pertaining to the habitat's regulations and loss of employment land (see Appendix 1 for a copy of the decision notice). The proposal itself is unchanged from that considered previously.
- 1.4 This Statement is prepared in support of the revised planning application. It explains the design and appraises the context of the development and how the design of the development takes that context into account. This Statement also explains the approach to access and other planning considerations, and how relevant planning policies and any specific issues affecting the development have been addressed.
- 1.5 This statement explains the site context, its planning history and the changes to the proposed development in Section 2. Section 3 outlines the planning policy context. An assessment of the revised proposals in the context of the reasons for refusal and relevant policies is included in Section 4. Section 5 considers the overall planning balance.
- 1.6 The resubmission is supported by a suite of technical reports and this Statement should be read in conjunction with these documents.

2.0 Site Context

The Site and its Surroundings

- 2.1 The 0.49-hectare site (identified in red on the accompanying location plan) is accessed from the Sheriff Hutton Road at its eastern boundary. The site is immediately adjacent to grassland and fields. Immediately North and West of the site lies open countryside, composed of a large agricultural parcel of land. To the South, open fields with several industrial sheds and smaller dwellings / associated buildings. Immediately to the East is situated the Vale of York Park Homes site and further open countryside. There are existing trees present most notably on the western, eastern and northern boundary of the site.



Surrounding Area

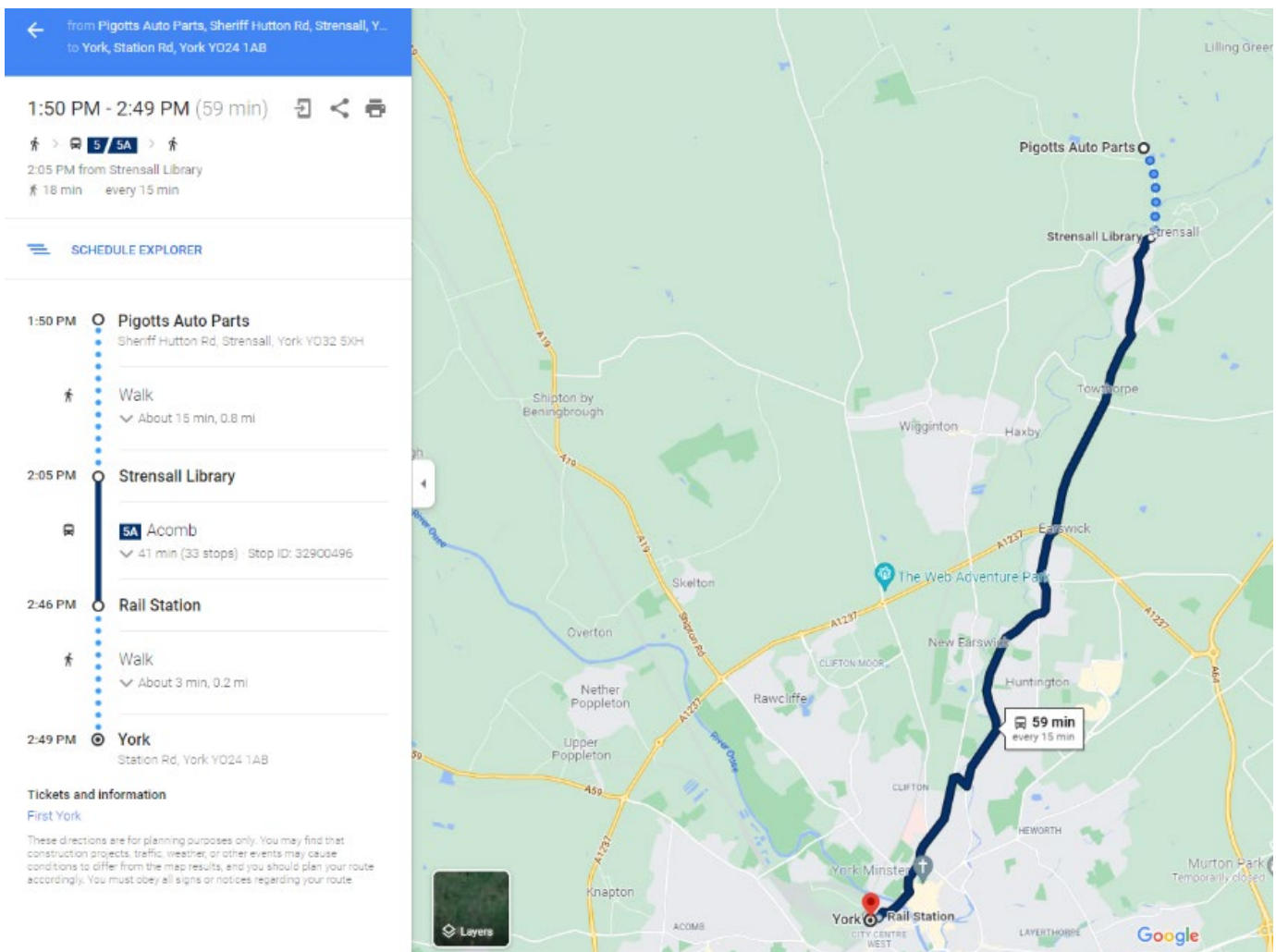
2.2 In close proximity to the application site is a large caravan park providing visitor accommodation accessed from the east-side of Sheriff Hutton Road to the south. Also to the south are some significant residential properties in Pottery Lane. To the north, are agricultural sheds and buildings. As noted in the green belt assessment submitted as part of this application, *"the Sheriff Hutton Road/Pottery Lane area has its own defined character that is distinguishable from the wider open landscape. there are a number of scattered buildings and areas of development, which forms a hamlet-like character"*.



Access

2.3 The only entry point into the site is off Sheriff Hutton Road and is located in the south east corner.

2.4 The site is located approximately 0.8 miles (15 minutes walk) from Strensall Village (to the south) and its amenities, including a local supermarket, churches, pubs, a primary school, cafés, village hall, library, pharmacies, petrol station, car repair garage and bus stops providing services (every 15 minutes) between York/ Acomb and Strensall) as shown on the map below. York city centre/ train station is approximately a 40-minute cycle ride from the site or 20–25-minute car journey (7.7 miles) (source Google Maps).



2.5 There are also plans for a new rail link and station and associated car park serving Haxby and the surrounding area which would provide a park and ride service for future residents of the site and allow for a further connection into York.

Planning History

2.4 This application is a resubmission of the following:

- 21/02757/OUT: Outline application for the demolition of existing structures and erection of 6no. dwellings with associated access, car parking and landscaping (with all matters reserved except for access, layout and scale) **Refused August 2023**

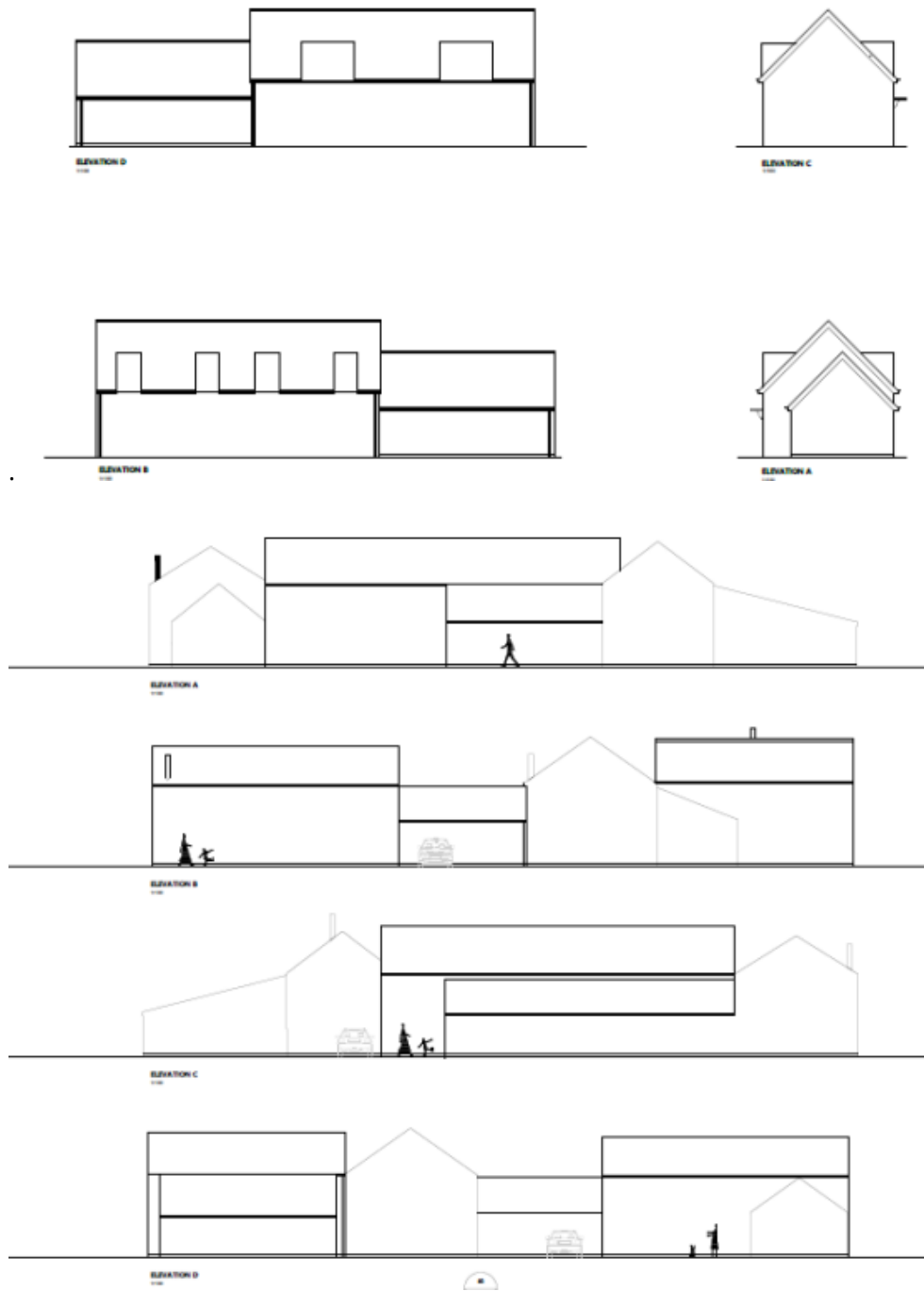
Proposed Development

- 2.5 The outline proposal is for the demolition of existing structures and erection of 6no. dwellings with associated access, car parking and landscaping (with all matters reserved except for access, layout and scale).
- 2.6 The proposal provides 2no. 5 bed dwellings, 1no. 4 bed dwelling, 2no. 2 bed dwellings, and 1no. 1 bed dwelling. The proposed dwellings would be designed to be capable of meeting the highest accessibility standards pursuant of building regulations part M4(3) standard.
- 2.7 The site access will remain unchanged, therefore, the continuity of the existing hedge row and trees along the eastern boundary will not be jeopardized. The site entrance is to be enhanced with plantings around, which are then continued along the proposed road, ensuring that the dwelling houses to the south, and immediately upon entry are sufficiently screened.
- 2.8 A shared road surface has been planned. Practical aspects of the design have been incorporated, such as visitor parking spaces and vehicular turning heads. The proposed layout has also made allowance for a 9m clearance so that consent is not required from the Internal Drainage Board (IDB) for any construction within 9 metres of a ditch. Parking for the proposed dwellings and for visitors will be provided. Overall, the hardstanding area is to be greatly reduced although there will be ample room left for parking and manoeuvre as may be seen by viewing the existing and proposed site plans.



Design

2.6 The proposed elevations of plots 1-3 is shown below followed by plots 4-6. The Folds Yard concept/ approach is like the arrangement of the High Roans Farmhouse development just to the north of the site in Sheriff Hutton Road. Essentially, a two-storey farmhouse courtyard with single storey elements akin to stable and outbuilding conversion. It would be sensitively designed using brick akin to a farmstead conversion, and it also includes smaller 1 and 2 bed units which broadens the offer in terms of mix and affordability, and a standalone farmhouse to the rear of the site. It would also include extensive landscaping adding to the openness of the site.



Landscaping

- 2.7 Built form is concentrated in the eastern part of the site allowing the remainder to the site to be open and landscaped. Protection of the existing mature trees was a high priority

during the proposal development, site plans clearly show the root protection areas and a 9m easement on the north of the site. This will help ensure the protection of this green boundary. The hedgerow along the eastern boundary of the site will be strengthened with shade tolerant scrub planting

3.0 Planning Policy Context

3.01 The determination of this planning application is to be made under Section 38(6) of the Planning and Compulsory Purchase Act 2004, which requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The relevant part of the Development Plan for this application is:

Strensall Neighbourhood Plan (2023)

DH1 – Promotion of Local Distinctiveness

DH2 - General Design Principles

3.02 York has no adopted Local Plan. The City of York Development Control Local Plan (2005) has not been subject to Examination and is out of date. Publication Draft City of York Local Plan 2018 (the emerging plan) was submitted for examination on 25 May 2018. Phase 1 of the hearings into the examination of the Local Plan took place in December 2019 with further sessions held between May and September 2022. In accordance with paragraph 48 of the NPPF (2023), the emerging plan policies can be afforded weight according to:

a. the stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given)

b. the extent to which there are unresolved objections to relevant policies; and

c. the degree of consistency of the relevant policies in the emerging plan to the policies in the previous NPPF published in March 2012. (NB: Under transitional arrangements plans submitted for examination before 24 January 2019 will be assessed against the 2012 NPPF).

- 3.03 The NPPF (December 2023) sets out the Government's planning policies for England and outlines how they are expected to be applied and is a material consideration. Given the current status of local plan policy in York it is clear that the Framework will provide the main policy basis on which this application is determined with the Local Plan Publication Draft (2018) being a material consideration of only limited weight, depending on the degree to which there are unresolved objections to relevant policies and the degree of consistency with policies of the NPPF.

National Planning Policy Framework (NPPF)

- 3.05 At the heart of the NPPF is a presumption in favour of sustainable development (paragraph 11). For decision taking, this means that where the policies which are most important for determining the application are out-of-date, granting permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.
- 3.06 Paragraph 60 reiterates the government's long-standing intention to significantly boost the supply of homes. It highlights the importance that a sufficient amount and variety of land can come forward where it is needed and that the needs of groups with specific housing requirements are addressed. To determine the minimum number of homes needed, Paragraph 61 states that strategic policies should be informed by a local housing need assessment. Within this context, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies (including students).
- 3.07 The headline message of Chapter 11 is that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses. This includes giving substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs.
- 3.08 Paragraph 126 explains that policies and decisions need to reflect changes in the demand for land. In a related point, Paragraph 127 states that local planning authorities should also take a positive approach to applications for alternative uses of land which is currently

developed but not allocated for a specific purpose in plans, where this would help to meet identified development needs. In particular, they should support proposals to use retail and employment land for homes in areas of high housing demand, provided this would not undermine key economic sectors or sites.

3.09 Section 12 of the Framework outlines the approach to achieving well designed places. At paragraph 130, it explains that planning decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development.

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

3.10 Chapter 13 relates to protecting green belt land. The fundamental aim being to prevent urban sprawl by keeping land permanently open. Paragraph 154 sets out exceptions where new buildings are not considered to be inappropriate such as previously developed sites.

Local Plan Publication Draft (2018)

3.12 The Publication Draft Local Plan 2018 was submitted for examination on 25th May 2018. It has now been subject to partial examination and is subject to Modifications consultation. The draft policies can be afforded weight in accordance with paragraph 48 of the NPPF. Key relevant DLP policies are:

SS1 Delivering Sustainable Growth for York

SS2 The Role of York's Green Belt

EC2 Loss of Employment Land

H2 Density of Residential Development

D1 Placemaking

D2 Landscape and Setting

D6 Archaeology

GI1 Green Infrastructure

GI2 Biodiversity and Access to Nature

GI3 Green Infrastructure Network

GI4 Trees and Hedgerows

GB1 Development in the Green Belt

ENV3 Land Contamination

ENV5 Sustainable Drainage

T1 Sustainable Access

4.0 Assessment

Key Issues

4.1 The key issues are considered to be:

- The Green Belt
- Habitats Regulations
- Housing Land Supply
- Loss of employment land

- Sustainability
- Highways
- Visual Amenity & Character
- Residential Amenity
- Drainage
- Archaeology

Green Belt, Visual Amenity & Character

4.2 The Council consider the site to be within the greenbelt. The proposal was considered to be an exception site as set out in NPPF paragraph 154(g) and appropriate development in the green belt, paragraph 5.6 of the committee report for application 21/02757/OUT concluded that:

“Officers on balance would consider that the dwellings on the site would have no further impact on the openness of the greenbelt than the existing use, and it could be considered that the proposal would be an improvement in character and appearance of this site within the countryside. The existing lay-by is of a similar scale to that proposed on the plans, and as such it not considered to impact further on the openness of the Green Belt.”

4.3 A detailed green belt assessment is submitted as part of this application which supports the Council’s conclusion above and provides detailed reasoning for this judgement. It is assessed that the site would provide no or negligible contribution to the purposes of the Green Belt as defined within the NPPF. It is concluded that the proposed development would result in no further impact on the openness of the Green Belt and would provide an improvement to the visual and landscape character of the part of the Green Belt that the Site fall within.

4.4 In terms of openness, a small increase in built mass is offset by the reduction in a well-established presence of hardstanding, stacked cars and vehicles on the Site over many years creating the perception of visual permanence which, by their nature, are harmful to the Green Belt. When this is taken into consideration, there would be a significant reduction

in the mass of features that are harmful to the openness of the Green Belt. Case law provides a clear indication that both spatial and perceptual effects on openness should be considered. In terms of visual effects, the proposed changes would result in relatively limited visible change, due to the visual containment of the Site and the proposed strengthening and provision of hedgerows and trees along the Site boundaries.

- 4.5 The proposed development would create a more contained area of development, restricted to the eastern part of the Site, and providing a built character that is reflective of a farmstead. The reduction in the massing of features harmful to the openness of the Green Belt and the proposed change in character would be perceived by most observers as providing a benefit to the openness on the Green Belt.

Ecology, Bio-diversity and Habitats Regulations

- 4.6 The proposal is capable to providing bio-diversity net gain in accordance with current legislative requirements. It is anticipated that this will be secured through a planning condition as landscaping is a reserved matter and detailed habitat creation details are not available at this stage.
- 4.7 Given the existing site is largely hardstanding, existing trees are retained, and the perimeter of the site is subject to drainage board easements, the proposal and associated site remediation will provide a significant enhancement in terms of ecology.
- 4.8 The application site is located approximately 1.7 kilometres from the Strensall Common Special Area of Conservation (SAC), within the Natural England Impact Risk Zone (IRZ). A shadow habitats regulation assessment is provided within the submitted preliminary ecological impact appraisal with this application which concludes that none of the IRZs are relevant to the site. Similarly protected habitats are not affected within the site.
- 4.9 The Habitats and Species Regulations 2017 requires development proposals to be screened, by a competent authority, in this instance the Local Planning Authority (LPA), for likely adverse significant effects on the SAC. A minor development proposal of this nature would not give rise to likely significant effect from recreational disturbance impacts on the Strensall Common SAC as a result of the proposed development within the IRZ. On 17th

October 2023, the Secretary of State allowed an appeal at New Lane, Huntingdon York YO32 9NA (application ref: 21/00305/OUTM) for a scheme of c300 residential dwellings which concluded that:

“32. the increase in visitors to Strensall Common from the appeal site would be very minor and not significant in isolation...”

40. The current recreational use of the Strensall Common SAC is principally for dog exercise by residents from the surrounding area...The Strensall Common SAC is about 4 km from the appeal site as the crow flies, but as it is only accessible by car, the travel distance to it is much longer, and it has limited car parking capacity. The Secretary of State does not consider it likely that residents from the appeal site would choose to drive to Strenshall Common to exercise their dogs when a range of much closer alternative open space sites are available within walking distance.”

Housing Land Supply

- 4.10 This brownfield site provides much needed housing and contributes to the draft local plan housing targets. A good mix of different dwelling sizes is provided and the proposed density (12 dwellings per hectare) is considered appropriate to its semi-rural setting.
- 4.11 This application must be considered in the context of the acknowledged poor delivery of housing in the city over a long run period. Evidence presented to the Local Plan Examination, using the Council’s own data, demonstrates that in the 10 years 2013/13 to 2021/22, house completion rates fell below the OAH of 790 in 7 of those years. However, the Council’s housing completion data includes student accommodation. If student accommodation is excluded, housing completions fell below the OAHN for 9 of the 10 years.
- 4.12 In this context of long-term undersupply of housing, the imperative is clearly to implement the NPPF requirement to significantly boost the supply of housing. The Council’s Housing trajectory set out in supporting evidence to the Local Plan Examination, shows that a cumulative undersupply of housing will persist until 2023/24 – i.e. 7 years into the Plan

period. On 17th October 2023, the Secretary of State allowed an appeal at New Lane, Huntingdon York YO32 9NA (application ref: 21/00305/OUTM which concluded that:

378. "The Council can only demonstrate a HLS of between 2.79 and 3.45 years. Over the last 5 years HLS has been within a range of 1.9 to 3.8 years. In addition, the Council has persistently and significantly under-delivered housing for at least 10 years and it does not dispute this fact. It has failed to meet the minimum requirement of the Housing Delivery Test every year since its inception. In the last 3 years the Council has delivered only 1,782 homes against a requirement of 2,728 homes. The latest HDT figure was 65% which is a very significant shortfall in delivery. Therefore, the provision of housing is a very significant benefit of the scheme."

390. "...the Council has a very significant shortage of HLS and has done over several years; its delivery of market housing has been astonishingly poor for several years as has its delivery of affordable housing. Furthermore, the future pipeline for affordable housing is very poor...."

Loss of employment land

- 4.13 Small-scale housing provides an alternative use on this brownfield site, one that is more compatible with its setting. Paragraph 122 of the NPPF explains that policies and decisions need to reflect changes in the demand for land. In a related point, the subsequent paragraph 123 states that local planning authorities should also take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specific purpose in plans, where this would help to meet identified development needs. In particular, they should support proposals to use retail and employment land for homes in areas of high housing demand such as York, provided this would not undermine key economic sectors or sites.
- 4.14 Adherence with the policies of the NPPF therefore relies on being able to show that the loss of this land to housing would not undermine key economic sectors or sites. The Draft Local Plan applies a criteria to the loss of employment land, but this is not entirely consistent

with the approach of the NPPF, which limits the amount of weight it can be assigned at the draft stage. For instance, the requirement (within the supporting text to the policy) to demonstrate that the site has been marketed for employment uses over a period of 18 months is amongst the recent modifications to the Plan and is subject to objections.

4.15 A loss of employment land statement is submitted with the application to demonstrate compliance with the relevant provisions of Draft Policy EC2 which states that the Council will expect developers to provide a statement to their satisfaction demonstrating that:

*(i) the existing land and or buildings are demonstrably not viable in terms of market attractiveness, business operations, condition and/or compatibility with adjacent uses;
and*

(ii) the proposal would not lead to the loss of an employment site that is necessary to meet employment needs during the plan period.

Sustainability

4.16 Strensall's shops, facilities, and public transport options are only a 15-minute walk (0.8 miles) away, or a short drive or cycle ride. Leeds for example is now placing greater emphasis on a concept known as the '20-Minute i.e. services etc are within a 20-minute walk providing "quick access to essential facilities and services via walking, cycling or public transport."

4.17 Residents do have the option of cycling or walking. Indeed, many cyclists do use Sheriff Hutton Road currently. The wide grass verges are part of the public highway and maintained by the Council which are used by workers of the breakers yard, staff and residents of the nearby Vale of York caravan park is 150 meters from the site called Vale of York which includes 20 residential caravans for occupation by over 55-year-olds, many of whom walk into Strensall village. Accidents statistics do not appear to support the assertion that use of the existing verges or cycling is unsafe.

4.18 Multi-modal travel is also an option into York and beyond. A regular bus service operated in Sheriff Hutton Road until it was discontinued, however there are a new rail link and

station and associated car park is opening serving Haxby and the surrounding area which would provide a park and ride service for future residents of the site and allow for a further connection into York.

- 4.19 Due to the semi-rural location future occupiers may favour private car use but there is an existing use on site and this will be replaced by a residential use. It is considered that a residential use of the site compared to the existing use will not amount to anything resembling the vehicular traffic generated by the current, or alternative, commercial use of the site. The proposal provides an improvement in terms of highways impacts or sustainable travel compared to traffic generation associated with the existing use and is in accordance with National Policy and Policy T1 of eLP.
- 4.20 This approach is consistent with the Council's decision on the nearby site at Fieldholme Sheriff Hutton Road Strensall York YO32 5XH, (planning permission reference 20/01065/FUL) to demolish an existing large workshop/storage building and erect on its footprint a two storey, 4 bedroom detached dwelling with a detached garage and parking for a number of vehicles. Previous planning decisions which present similar circumstances are capable of being a material consideration in the determination of planning applications.
- 4.21 The proposal would result in fewer vehicles trips compared to the existing use. The site is an existing employment use which attracts customers, service vehicles, staff trips etc. Because the existing site is a well-established operation and it would be unreasonable to refuse permission on sustainability grounds.

Highways

- 4.22 Evidentially, the proposal would not result in an unacceptable impact on highways safety, or the residual cumulative impacts on the road network would not be severe. The access has been designed to accord with previous comments provided by the highways authority and the Council withdraw its parking standards in 2023. However, the proposed level of car parking is considered to be appropriate to the scale of development. Cycle parking levels will be defined at reserved matters stage, and/ or conditioned.

- 4.23 The Highways Authority previously accepted that a bin lorry loading bay would be acceptable within the existing layby and its construction would be formalised through a s278 agreement.
- 4.24 The proposal provides two options for a refuse bin collection point. Firstly, as shown on is site plan plan (drawing reference 01-PL Rev L) which is located within the site, within 15 metre drag distance to the highway/bin lorry loading bay, or alternatively a presentation point at the entrance to the site for bins to be put out on collection day only, as shown on site plan (drawing reference 01-PL Rev M). Such This arrangement is typically the case across York.

Residential Amenity

- 4.25 While the detailed design and appearance is a reserved matter the layout of the proposal ensures there would be no impact on other properties outside the site given the separation distances. The proposed properties would have adequate internal and external private space and there would be limited overlooking between the dwellings.
- 4.26 The proposed dwellings would be designed to be capable of meeting the highest accessibility standards pursuant of building regulations part M4(3) standard
- 4.27 It is anticipated that planning conditions will be required to secure the remediation of the site. the submitted site investigation report details likely contamination risks

Drainage and Flood Risk

- 4.28 A flood risk assessment and drainage strategy are submitted with this application. The site has a low risk of flooding and lies in flood zone 1. There is no surface, foul or combined public sewer in the wider area. Historically and currently, the site discharges unrestricted into an existing drain, along the northern boundary, which then discharges into River Foss at a location 1km to the south. The site is overall flat with couple of buildings and most of the area is covered with scrap vehicles. Along the north boundary of the site there is an existing drain which is under the Foss Internal Drainage Board ownership. There are three existing connections from the site into this drain and the adjacent ditch on the east

boundary. One connection for the treated foul water to the drain at the north and two connections for the surface water to the ditch at the east.

- 4.29 It was agreed as part of the previous application to condition the drainage details. The IDP's previous comments dated 20th September 2022 requested detailed planning condition to ensure the proposal comply with necessary easements for adjoining watercourses, the SuDS hierarchy and foul sewerage requirements.

Archaeology

- 4.30 The Council's Archaeologist previously advised that any resource on the site is likely to be relatively shallow and date to the late prehistoric and/or Romano-British periods. The line of a Roman road may run through the eastern edge of this plot although its course is uncertain. The Archaeology Officer has confirmed that a condition for archaeological investigation is necessary.

5.0 Summary

- 5.1 The revised planning application is focussed on addressing the reasons for refusing pertaining to a lack of information provided in the previous submission. Given there is no overall harm and there is not a "*clear reason for refusing the development proposed*", the 'tilted balance' is engaged due to the absence of a 5-year housing land supply².
- 5.4 The assessment above has shown that it's retention for employment uses is not required to meet the needs of the City during the plan period. Its release for housing therefore aligns with paragraphs 126 and 127 of the NPPF stating decisions should reflect changes in the demand for land and retail and employment sites to address housing needs provided it would not undermine key economic sectors.

¹ NPPF Paragraph 11(d)(i)

² See Appendix 7 – Paragraph 5.9 -5.16 and 6.6 of the Council's evidence at the Appeal at Land to the east of New Lane, Huntington, York (ref: APP/C2741/W/21/3282598) New Lane Appeal accepted that the Housing Land Supply for York was a range of 2.8-3.45 years.

- 5.6 As with the previous application, the environmental and ecological impacts of the development have been suitably assessed through a suite of technical reports and the revised proposals do not give rise to any new issues.
- 5.7 The proposed design is more compatible to its semi-rural setting, provides an enhanced aesthetic, and does not impact of the openness of the greenbelt. The presumption in favour of sustainable development (paragraph 11 of the NPPF) therefore applies and on the basis that there are no adverse impacts which would significantly and demonstrably outweigh the benefits, we respectfully request that planning permission is granted for the revised proposal.

