



A64 (will be referred to as AB 2/7) and one runs through the site of the proposed polo field (will be referred to as AR 21/4 AB 2/8) to the west of the existing campus.

1.3 The application seeks planning permission for the following development:

- 2 no. Animal Management Centres
- Animal shelters, aviary and enclosures to the south of the animal management centre and within the arboretum (between the main campus building and the A64), perimeter fence to the wildlife and conservation area
- Birds of prey centre
- Following the demolition of the existing animal management buildings extension of existing parking facilities. The parking would become more formalised and would provide bus turning and waiting facilities
- Conversion of the existing equestrian building to provide storage and winter housing for animals in relation to the animal management centre
- The quadrangle of the main teaching block would be covered by a glazed roof
- A entrance lobby to the main teaching block
- Two rows of single storey portacabin student accommodation set between the existing student accommodation and the teaching blocks (retrospective) a 3 year temporary planning permission is sought for this development
- A farm reception building
- Extensions of an existing agricultural building
- An general purpose/livestock building on the site of the existing silage clamp
- A silage clamp
- Conversion of an existing cattle shed to equine loose boxes
- An equestrian centre, with entrance from York Road and 2 no. two bed dwellings
- Re-profiling of fields/hill to the west of the campus to create a polo field with associated landscaping

1.4 The proposed development would be undertaken in three phases:

### **Phase 1**

1.5 Animal Management Centre 1 (AMC1) - The proposed building would be sited to the south of the existing animal management centre on the hill slope that falls away to the A64. The two storey building would provide teaching accommodation, with open plan teaching zones on the ground floor and enclosed teaching spaces on the second floor. The building would be 56.4 metres (east/west elevation) and by 20.7 metres in depth (north (south elevation), including the render wedge it would be 29.5 metres in depth. The roof would be a shallow asymmetric pitched roof: 6.8 metres to eaves, and 7.9 metres to ridge height. The 'windcatchers' on the roof would be the same height as the feature white render wedge and the total height would be 8.4 metres in height. The walls would be brick with grey pvc roof. The north elevation would have vertical feature louvers at first floor level. The south elevation would

have horizontal brise soleil on timber columns in front of the glazed elevation, this would be viewed in context of the feature render and glazed wedge

1.6 The Animal Management Centre 2 (AMC2) would be sited to the east of AMC1, as with AMC1 the buildings would be built out rather than set into the hill slope, land levels would increase by up to 2.5 metres. The south elevation fronting the A64 would be timber clad, other elevations would be a mixture brick, timber cladding and mesh fencing. The building would provide teaching and office accommodation in relation to cats and dogs with separate cat and dog accommodation, the cattery would be the northern wing of the buildings while the kennels form the eastern wing of the building. The cattery and the kennels would be enclosed by a 2.3 metre high wire mesh fence. The main height of the single storey building would be 3.7 metres (include the ventilation turrets it would be 4.7 metres). The entrance would be from the formal garden area to the west, north of AMC1. The extension and formalisation of the car parking area to the north would follow the demolition of existing animal management centre.

1.7 Access to the wildlife and conservation area to the south and south west would be possible via or adjacent to AMC1. Both AMC1 and AMC2 would have controlled access through the proposed perimeter fence that would enclose wildlife and conservation area. The Animal Management Centres would enable the range of animals kept at the college to increase over time to include: capybara, mongoose, skunk, bush dogs, lemurs, ostrich, zebra, tapier, Deer/antelope, Llama, Wallaby, oryx rhea, emu, giraffe, small primates, agouti, porcupine, coati etc . As well as students having access to these animals it is the college's intention that there should be public access at weekends and holidays and to organised groups during term time. Some of these animals would use the paddocks to the south of AMC1 and AMC2 such as deer, oryx, ostrich, zebra, tapier, mara, capybara, giraffe, goats. Animal shelters are proposed in the paddocks and these would be set into the hill slope.

1.8 There would be enclosures within the woodland to the south west for the wallaby, marmoset, rare breed chicken and game birds, pigs, lemurs, bush dog, coatis, skunk, mongoose, meerkat. The enclosures would vary between 1.2 metre high brick walls for the mongoose and meerkats to 2.7 metre wire mesh fencing with electrified wire on top for the lemurs, bush dogs and coatis. In addition an aviary is proposed within the woodland area the single storey hexagonal building would include a teaching area with six bird enclosures. The building would be 27.7 metre in width, because of the hill slope the height would vary between 3.2 metres and 4 metres. The perimeter fence to the wildlife and conservation area would be 2.5 metres in height. The increase in animals is subject to the granting of a zoo licence.

1.9 The birds of prey centre that is currently sited within the paddock area would be moved to a new building west of the main teaching block and the north west of the arboretum. The L-shaped timber clad building would be 37.3 metres by 22.3 metres.

1.10 Temporary student accommodation (SV3) in the form of two rows of single storey portable buildings providing 34 bedrooms. Each building measures 36.5 metres by 9.8 metres has been sited centrally within the campus between the teaching block, sports hall, and other student accommodation. Permission is sought for 3 years; this part of the application is retrospective.

## **Phase 2**

1.11 The existing equine centre is sited to the eastern boundary of the campus adjacent to Askham Fields Lane. The intention is that the existing building will be used for storage and the wintering of animals in association with AMC1 and AMC2 and the wildlife and conservation area. The proposed equine centre (E1) would be sited to the west of the campus and rugby pitches. The single storey building would measure 100 metres by 70 metres. The building would be built on a gentle slope, the maximum height of the building would be 8.8 metres, the height of eaves would vary between 4.8 and 7.2. The building would have two indoor arenas (measuring 70 metres by 35 metres and 60 metres by 25 metres) separated by a judges stand, 42 stables and 6 classrooms. In addition there would be an external equestrian arena sited to the south of the proposed building. In association with the equestrian centre the adjacent cattle building (E2) will be partially re-clad and used as 26 stables. The fields to the west would be significantly re-profiled to create a polo pitch; as such the land levels would increase by 3 to 4 metres within 30 metres of York Road whilst further south the land levels would decrease by up to 6 metres. A public right of way currently runs across the proposed siting of the polo field. In addition three hedgerows would be lost. However the plans indicate a significant amount of tree planting close to the road and where the re-profiling becomes steep towards the brow of the hill. The vehicle entrance to the equestrian building would be from York Road, there would be a car park measuring 75 metre by 75 metres. The vehicle entrance would be a formal entrance with two storey gatehouses (E3). The site of the equine development would be on grade 2 and 3 agricultural land.

1.12 The development of the existing farm unit which is located to the west of the campus on the brow of the hill. The existing heifer shed (FM1) would be extended by 17.9 metres. The existing silage clamp to the west of the heifer shed would be demolished and replaced with a general purpose and livestock building (FM2) measuring 48.4 metres by 43.9 metres and 7.4 metres in height to the roof ridge the building would be concrete panels to a height 2.3 metres, above this it is a mixture of Yorkshire boarding and metal cladding. Further along the hill ridge and to the west of the existing slurry lagoon a silage clamp (FM3) is proposed, (revised plans have been submitted removing the roof) the silage clamp would be set on a concrete base measuring 45 metres by 50.9 metres and would have 5 walls running north south of a height of 3.3 metres (including the railings would be 4.3 metres). The 3 x 18 tonnes silage tanks (12.8 metres in height) would be relocated to the adjacent concrete apron together with 6 metre high feed bin. A farm reception/office

building (FM4) is proposed to the east of the existing dairy building. The proposed pitched roof building would 5.3 metres by 8.5 metres, 2.65 metres to the eaves and 4.7 metres in height to the roof ridge, the building would not obstruct the public right of way that runs adjacent.

1.13 The provision of a glazed roof to the quadrangle within the main teaching/office block (MB1) would provide further dining facilities and social areas for the students. A glazed lobby is proposed to create upgraded access to the dining area.

### **Phase 3**

1.14 A partner outline planning application includes a teaching block, and engineering buildings, conversion of the Westfield Fold buildings to student accommodation, and 3 storey student accommodation following the demolition of farm buildings to the north of Westfield Fold.

### **Pre-application Consultation**

1.15 Community consultation was undertaken. The agent states that the Parish Council were made aware of the proposals. The dwellings on Askham Fields Lane within the campus were invited to see the final draft of the application on 18 July 2031. Eleven residents attended the 4 hour session. Whilst residents were not asked for written feedback they expressed concerns regarding traffic and parking and that the current issues would escalate, and that the arboretum would be no longer accessible to them. The college has resolved to offer a free pass to the wildlife park. With regard to the parking provision residents were told that there would be increased parking provision.

## **2.0 POLICY CONTEXT**

2.1 Development Plan Allocation:

Air safeguarding GMS Constraints: Air Field safeguarding 0175

Contaminated Land GMS Constraints:

2.2 Policies:

CYSP2 The York Green Belt

CYSP3 Safeguarding the Historic Character and Setting of York

CYSP6 Location strategy

CYSP8 Reducing dependence on the car

CYGP1 Design

CYGP3 Planning against crime

CYGP4A Sustainability

CYGP6 Contaminated land

CYGP9 Landscaping

CYGP14 Agricultural land  
CGP15A Development and Flood Risk  
CYGP23 Temporary planning permission  
CYNE1 Trees, woodlands, hedgerows  
CYHE2 Development in historic locations  
CYNE3 Water protection  
CYNE6 Species protected by law  
CYNE7 Habitat protection and creation  
CYHE10 Archaeology  
CYGB1 Development within the Green Belt  
CYGB3 Reuse of buildings  
CYGB6 Housing devt outside settlement limits  
CYGB7 Agricultural or forestry dwellings  
CYGB8 Occupancy conditions for Agricultural or Forestry Dwellings  
CYGB10 Major development sites in GB  
CYGB11 Employment devt outside settlement limits  
CYGB13 Sports facilities outside settlements  
CYT2B Proposed Pedestrian/Cycle Networks  
CYT4 Cycle parking standards  
CYT7C Access to Public Transport  
CYT13A Travel Plans and Contributions  
CYT18 Highways  
CYH17 Residential institutions  
CYED5 Further and Higher Education Institutions

### **3.0 CONSULTATIONS**

#### INTERNAL CONSULTATIONS

#### HIGHWAY NETWORK MANAGEMENT

3.1 No objections. The Transport Assessment (TA) considered the impact of the increase in student numbers and public visitors to the Animal Management Centre and has indicated that this element of the scheme could be expected to generate in the region of 48 two-way movements per day. This low level of traffic and staggered arrival that will be seen will have a negligible impact on the surrounding highway and will occur during periods when traffic flows on the adjacent network are lower.

3.2 Student numbers are projected to nearly double over the next 5 years from 1200 to 2300. The level of car parking on site will increase from approximately 390 spaces to 530 spaces. Based upon the mode shift currently being achieved the proposed level of parking will accommodate the increase in student numbers.

3.3 The TA has used recognised national junction assessment software which has demonstrated that the development proposals will not have a detrimental impact on the adjacent highway network. A small increase in queuing is seen at the junction of Manor Heath however this only occurs during a short period during the AM peak hour and it must be borne in mind that queuing can currently be seen at this junction during the current AM peak periods. During the rest of the day and PM/Sat peak periods the junction continues to operate satisfactorily with development traffic added. The TA can be considered to be extremely robust as the level of traffic modelled as approaching the college from Copmanthorpe via Manor Heath is greater than in reality would be seen.

3.4 Askham Bryan College currently implements a number of sustainable travel initiatives in order to minimise the level of vehicular traffic and demand for parking generated by the site, including parking management procedures and the provision of free minibus travel to students travelling from further afield (Selby, Northallerton etc). In order to further support these initiatives and promote further mode shift the college have confirmed that they are willing to make a one-off contribution of £5k to be secured through a S106 Agreement towards the use of the ionTRAVEL program. The contribution will provide for the Travel Plan process to be managed by the CYC Travel Plan coordinator i.e. entry of all key data from the travel plan, targets and monitoring. There will be close liaison between the CYC Travel Plan coordinator and the college Travel Plan coordinator but much less labour intensive on the part of the site management. This level of control and collaborative working with the authority is considered to significantly increase the likelihood of the Travel Plan being successful and is effective in minimising car borne travel and associated requirements for car parking, whilst promoting sustainable travel.

3.5 Whilst accepting the rural location of the college officers have also negotiated and secured a contribution from the college which will be used towards the provision of enhanced pedestrian and cycle facilities within the vicinity of the site.

## ECOLOGIST

3.6 An overarching mitigation and management plan is necessary. This can be sought via condition

3.7 Based on its location and size, the land remodelling work should have limited impact on the badger sett and that the compensatory measures included within the overall development proposals are satisfactory. Do not consider that any further survey work is necessary. Only a small element of banking work would impinge on this area and therefore machinery use would be limited.

3.8 For both bats and badgers the proposed mitigation measures need to be spelt out and should be conditioned so as to say what they are actually going to do. The mitigation within their report simply makes suggestions. These could be included within the suggested mitigation plan condition.

## LANDSCAPE ARCHITECT

3.9 There are a number of public rights of way (PROW) in the area, including one that connects Askham Bryan with Askham Richard. There is a framed view of the site past 'The Parks' woodland. This view gives a clear illustration of the size and proximity of buildings to the two northern villages. The existing silage clamp and straw silage bales are clearly visible on the hill because there is no foreground vegetation. The distance and foreground appeal would distract from the additional buildings on the hill. Nonetheless this is a fairly limited view point to passers by. The impact of building E1 will be greater along York Road and also in views from Askham Richard.

3.10 PROW AR 21/4 AB 2/8 is not clearly marked or walked. This runs alongside an existing hedge across the proposed polo field. The current experience is that of crossing open fields, from where the topography and character of the land is fully appreciated. There are existing views of the college, but clearly the walkers' enjoyment of the experience would be lessened with the introduction of large buildings and the polo field.

3.11 From the southern third of Chapel Lane, views open out across the immediate field towards York Road. Views into the site are slightly restricted by the trees adjacent to York Road. These would partly screen E1 especially in the summer months. In the winter months there would be consciousness of this large structure through the winter tracery. The view currently extends further west past these trees, along the lane, across the field pattern and topography of Stock Hill, highlighted by well-maintained hedgerows. There would be harm to views along York Road and of Stock Hill as a result of the introduction of E3 and loss of hedges and changes to the topography to create the polo field.

3.12 Views from the A64 and northern ring road are restricted to the immediate proximity of this eastern part of the site. Views from or leaving the A64 are relatively fleeting due to the speed of traffic and partial screening by hedgerows. Nonetheless, the scene as viewed at a slower pace from vehicles, pedestrian and cyclists from the eastern boundary, is of an attractive pasture with a treed background. AMC 1 and 2 are positioned within the small enclosures, thereby retaining the larger open fields. Nonetheless they do represent incremental encroachment into the important foreground green infrastructure. There is a slight improvement in the setting back of AMC 2. Coupled with the loss of smaller-scale, older buildings, of more intimate scale and traditional farmstead style, the resulting views would be of a very different

flavour. The introduction of a range of animal shelters into these larger fields, which in turn appear to be sub-divided, plus an exchange of horses for oryx, ostrich, zebra and/or tapir, plus tall palisade fencing around the entire perimeter will further alter the character. Therefore there will be a resulting slight change in landscape character.

3.13 AMC2 is a relatively low key, timber-clad building but nonetheless would require some degree of naturalistic planting to soften the cat enclosure. The fencing may be better in black. The levels for AMC2 are brought out from the higher side such that the buildings are elevated on the southern slope by an additional 1.5m to existing ground levels with steep earth footings, which will increase their visual impact. Careful consideration needs to be given to earthworks and planting detail to disguise this effect.

3.14 The scale of AMC1 is in keeping with the larger barns and existing equestrian centre, so although it is given a contemporary facade by way of environmental features its simplicity renders it fairly sympathetic to its surroundings whilst including a design element that one would expect from a key-note building.

3.15 The construction of E1 is typical for an agricultural building and therefore suitable for the context. At nearly 100m long x 70m wide x 8.9m high, the footprint is exceptional given its foreground location and the topography of the site. To achieve this footprint there would be considerable levelling of the site to create the formation level. The natural topography though noticeable is less pronounced than further west towards Stock Hill and the proposed polo field.

3.16 There are views across to college complex from Askham Richard. E1 will be a noticeable addition to this. It is viewed obliquely, placing it in the context of the existing campus and would not have a significantly adverse affect on the views from the village, provided suitable planting sits the building in the landscape and lighting is kept to a minimum.

3.17 The introduction of the E1 building and the remodelling of the land to create terraces for a number of different functions, plus the introduction of a substantial area of hard standing adjacent to York Road would be a substantial intervention on this landscape. If this degree of change is accepted, would question whether this should be the limit, given the increasing sensitivity of the topography and landscape character of Stock Hill as one moves further westwards. Additional tree planting along York Road would screen the new building but would shorten views and slightly alter the landscape character.

3.18 The College breaks down in formality further away from the main building. Existing buildings at this westerly end of the site are very functional and agricultural. Gatehouses are usually associated with stately homes rather than a series of large timber sheds. The replacement of the entrance walls with hedging removes the

incongruity of the previously-proposed walled entrance. The architectural treatment suggests suburban domestic houses. They appear incongruous in this relatively isolated rural location.

3.19 The smaller field pattern and hedgerows associated with Stock Hill and the Askham villages are a notable feature. National and local character assessments recommend that such field patterns are retained through suitable management/reinstatement and gapping up of hedgerows. The landscape mitigation measures include the creation of new hedges and an improvement to those that would remain. These will help maintain bio-diversity value, but would not mitigate the loss of a locally distinctive field pattern. Not only does the polo field compromise the existing field pattern, due to its size and orientation, it represents a huge intervention on the landscape, thereby undermining a significant landscape feature that currently makes a strong contribution to local landscape character, in particular the setting and placement of Askham Richard and the college complex itself. In landscape terms, the topography of the site is a locally significant feature that should be retained. The gradients have been softened around the proposed polo field, enabled by a slightly larger land-take. This results in a less engineered landform. It still represents a considerable intervention into the topography of the land, especially in the south west corner of the field where a steep indent is unavoidable though this would be partly disguised under tree cover. Similarly, purely from a visual perspective, new tree planting would reasonably screen the polo field from York Road, which, from a distance would relate to the new tree cover on the steep bank. Thus screening would be adequate but there would be an overall change in local landscape character.

3.20 The existing silage clamp and silage tanks are clearly visible from both the A64 and York Road. Existing trees around the slurry pit and the dairy unit provide some screening from the south. FM3 is introduced further west, continuing the original pattern of buildings along the top of the ridge. The removal of the roof would considerably reduce the visual impact of the building, especially given the previously proposed ridge height of 10.5m (3m higher than the general livestock buildings). There currently exists a linear copse immediately to the south of the existing dairy unit and slurry pit/proposed FM2, in front of which is a grazed field running down to the A64. The positioning of FM3 allows retention of this open foreground and also accommodates a continuation of the woodland strip by way of a 'new native broadleaf woodland' in front of the buildings, which would be in keeping with the character of the local landscape and vegetation, whilst serving to reduce the visual impact of the new silage clamp.

3.21 The proposed animal enclosures set amongst the arboretum between MB1 and the A64 would not be particularly apparent as one travels at high speed along the A64, largely due to the high native hedge and trees along the colleges' southern boundary, though there would be fleeting glimpses in the winter months

3.22 There is a risk that the introduction of structures such as the aviary and birds of prey facilities and animal enclosures could result in a gradual deterioration of the landscape. However these are well-screened, and given the strength of the Oak avenue and general tree cover, the original landscape could readily be restored.

3.23 The paladin fencing, though unusual for an essentially agricultural setting, is suitably open and transparent, especially when set to the rear of the existing hedge which is to be gapped up and maintained at a suitable height in front of the fencing.

3.24 From a landscape character and visual impact perspective, the polo field, E1, and E3 are cause for concern because they would result in a direct diminishment of immediate landscape quality and wider landscape character. This has to be weighed up with other factors, but the polo field would cause the most significant harm to local landscape character and setting of the surrounding villages.

### ARCHAEOLOGY

3.25 The Desk based assessment identifies non-designated heritage assets within the application site. The place-name Barrow Fields which occurs within the application site strongly suggests the possibility of prehistoric burial mounds in the area. The site is therefore of archaeological interest, and there is a demonstrable requirement that more information is required to detail the archaeological significance of the prehistoric, Romano-British and medieval landscapes. This information is normally provided through pre-determination archaeological evaluation of a site. In the light of the exceptional circumstances relating to this site (the grant-aid funding of the development) have agreed that this information can be provided post-determination. Can be secured via condition

### FLOOD RISK MANAGEMENT TEAM - Object

3.26 Insufficient information to determine the potential impact of the proposals on the existing drainage system and downstream watercourse

### ENVIRONMENTAL PROTECTION UNIT

3.27 In terms of noise and disturbance, no objections subject to conditions. In terms of land contamination the ground investigation results did not identify any significant land contamination or elevated ground gas levels. No remedial action is required. Recommend condition for reporting if unexpected contamination

### CITY DEVELOPMENT

3.28 The site falls within the general extent of the Green Belt as shown on the Key Diagram of the RSS (the Yorkshire and Humber Plan) saved under The Regional Strategy for Yorkshire and Humber (Partial Revocation) Order 2013. As identified

under Policy GB10, Askham Bryan College is a major developed site in the Green Belt with a preferred use of Education. The college continues to be a recognised as a major developed site in the Green Belt with education the preferred use under Policy GB5 (emerging Local Plan). Policy GB10 states that there are advantages to permitting limited development at major developed sites provided development does not prejudice the Green Belt's openness or its purposes. Limited infilling may also help to provide jobs and secure economic prosperity. Development must not exceed the height of existing buildings and must not lead to a major increase in the developed portion of the site.

3.29 The applicant successfully demonstrates that the proposals will primarily be used for educational purposes, albeit the proposals will also provide commercial development.

3.30 The development proposals indicate two to three storey buildings, which is above the height of existing buildings. Should ensure that this would not prejudice the Green Belt's openness or its purposes

3.31 Subject to the above comments with regard to the proposed heights of the buildings, the proposals meet the requirement of Policy GB10. However the commercial element requires an assessment of Policy GB1.

3.32 As a Higher Education Institution, Policy ED5 applies. This policy encourages the continued development of the city's further and higher education institutions, subject to adequate measures being provided for student housing. It also suggests that if capable for dual or joint usage for community benefit this will be encouraged. This approach is reflected in the emerging Local Plan in Policy EST2. In addition, Policy SS2 recognises the economic role of York's higher and further education institutions both in terms of direct employment and through facilitating growth in research and development.

3.33 The development will result in an increase in student numbers. The temporary student accommodation is welcomed. Consider whether the impact of increases in student numbers at the college requires permanent student accommodation.

#### PUBLIC RIGHTS OF WAY

3.34 Objection No account taken of public footpath AR 21/4 AB 2/8 located where it is proposed to construct the polo field and the associated ground level alterations. Both of which will affect the use and enjoyment of the public footpath. The public footpath would be affected by potential stoppage to lawful users if the area is in use and by the proposed ground level alterations.

3.35 The Planning Statement mentions that procedures are in place to 'marshall' users when cross country events, wish to see a formal document that sets out the procedures to be undertaken in the event of the public agreeing to be marshalled towards and to the use an alternative route (one that protects users from the balls and horses). Also should the public wish to use the definitive line, the procedures in place to stop the event and allow the lawful user to pass. The statement states that the land would be in use for polo events ( 20 days per year) and for 'other equestrian training and /or animal grazing', therefore the area will be in use permanently. The occasional horse paddocks to the south will also affect use of the definitive line but only on competition/specific training days.

3.36 If the safety and enjoyment of the public using this route can not be safeguarded then would wish to see a diversion of the public footpath subject to the diversion criteria being met.

3.37 Another public footpath (No.2/7) is located within the boundary of the development but appears not to be directly affected by development. .

## EXTERNAL CONSULTATIONS/REPRESENTATIONS

### HIGHWAYS AGENCY

3.38 No objections. Request conditions for the perimeter fence and screening to the Wildlife and Conservation Area.

### ENVIRONMENT AGENCY

3.39 No objections. Request informatives regarding surface water drainage, compliance with Water Resources (Control of Pollution) (Silage, Slurry and Agricultural Fuel Oil) Regulations 2010, Developer should contact EA at least 14 days before the construction of the silage clamp

### POLICE ARCHITECTURAL LIAISON OFFICER

3.40 No objections

### YORK NATURAL ENVIRONMENT PANEL (original scheme)

3.41 Incorporation of naturalistic landscaping around the campus to benefit wildlife and to serve as a valuable educational resource.

3.42 There is concern regarding the future of the proposed staff/boardroom accommodation given that onsite accommodation stock has previously been sold off for domestic use - this should not be repeated.

3.43 The significant size of the 3 buildings, E1, FM2 & FM3, will have an intrusive affect on the gently undulating landscape. The proposed structures are comparably larger than the existing campus buildings and would be a detriment to the setting. If the buildings are well designed and appropriately set then the screening would not need to be so considerable. Planting on top of the ridge will maximise the screening affect. The Panel suggest an appropriate treatment would be to plant copses of a design usually associated with 'shoots'. Overlapping copses would provide affective interlocking screening as viewed from different external points.

3.44 If consent is granted there must be an enforceable planning condition attached to ensure the biodiversity mitigation is implemented and maintained to ensure landscape and wildlife benefit. There could be further naturalistic landscaping around the equine arena. Where there is loss of existing diverse horticultural garden landscape for educational use, the Panel would hope that this is reintroduced elsewhere with a net gain made.

3.45 If the proposed planting is implemented there will be a net increase and enhancement (e.g. gapping-up hedges) of habitats as compared to the existing arable land. There is concern that there will be a loss of an area of green field with no replacement elsewhere. It should be noted that the terminal moraine on site is of geological importance and should be protected.

3.46 The 2 water courses crossing the site could be affected, one of which leads past Askham bog. The water table and aquifer follows the ridge, filling the spring pond. Implementing the proposals will increase the hard-standing which may affect the aquifer. The surface water drainage should be directed into the aquifer and not drained away from the site. The current agricultural land will have its own associated drainage which should not be ignored, as without careful consideration implementing the proposals could lead to areas being water-logged or drying.

3.47 Sensitive lighting proposals should be incorporated into the designs. The external lighting should not be visible from surrounding area to prevent light pollution and the associated impact.

#### YORKSHIRE WATER -

3.48 No objections. There are a small diameter public foul sewer recorded to cross the red line site boundary. The sewer is likely to be affected. In this instance, YWS would look for this matter to be controlled by Requirement H4 of the Building Regulations 2000.

3.49 There is an existing water main laid in Askham Fields Lane that supplies the houses, but is unlikely to be affected by the proposal. A new water supply can be provided under the terms of the Water Industry Act, 1991.

## ASKHAM BRYAN PARISH COUNCIL (original scheme) -

3.50 Support. Their principal concerns relate to traffic generation. The heavy use of the A64 roundabout at peak times currently creates delays in exiting from Askham Fields Lane. The forecast increases will aggravate the situation and the parish council register their concern at the potential safety hazard.

3.51 Request conditions should be applied: Review of highway signing to minimise the potential adverse impact on the village; and examine traffic calming measures on York Road adjacent to the proposed new access.

### LOCAL RESIDENTS/NEIGHBOUR NOTIFICATION

3.52 One objection (to revised scheme)

- Parking permits proposed appear to be for parking areas which do not exist.
- Noise nuisance from the car parks late at night. The problem has increased and no action seems to have been taken. The Police have recently responded to reports resulting in a current investigation. Question where security is.
- Since the houses were enclosed within the Campus the former Askham Fields Lane has become a "rat run" for cars parking on site.
- Have spoken to students on Campus they are not aware they need register a vehicle, the traffic plan is not working.
- Noise from the exotic animals proposed on site and the potential noise disturbance to nearby dwellings
- Current parking/ traffic problems can only be made much worse if the current application to the East of the Campus is allowed to go ahead. We suggest that the present entrance road be re-routed through East Barrow Farm yard, as approved in the 2003 Equine Centre Application (03/00429/FUL) and Askham Fields Lane be designated for the use of residents and Nursery traffic only.

3.53 Six objections to original application

- The application does not identify (other than in the Noise Assessment Study) the private residential properties 36 to 61 Askham Fields Lane, within the College site. No mention is made of the rights of access of the private residential property owners.
- No mention is made in the application of the Children's Nursery operating within the college site on Askham Fields Lane.
- Other than the Noise Assessment Study, no assessment of the effect of the proposed habitats e.g. proximity to the A64, except reference 'free roaming animals choose to avoid roads, with traffic noise being one of the main contributing factors.

- The development of the site, and the poorly defined nature of the stock to be accommodated, creates ambiguity. Is this part of the development to become a Zoo with large exotics? The implied intended use of the site for commercial gain is at odds with the College's position within the green Belt.
- East and West elements of the proposals will be highly visible from roads to the East, North and South of the College. Much of the development stands in a prominent position on a ridge, screening by trees cannot hide such large tall buildings neither is it in the Colleges interests to hide them.
- Existing problems with parking are not being addressed, the proposed .development will compound the problems .
- Speed limits within the campus are often exceeded.
- Number of errors and omissions in the traffic assessment and other supporting information.
- Underestimated the number of visitors to the animal management centre
- The current traffic and parking issues are not satisfactorily managed by the college. Existing parking issues and traffic number causing disturbance to the occupants of Askham Fields Lane.
- The entrance road to the college is inadequate for the level and speed of traffic.
- Hedge boundary is affected by vehicles having contact/crash, concerned that increase in traffic will result in further safety issues for the users of the garden
- Tall perimeter fence to animal management area this will make it look like a prison.
- No objection to the college moving forward but they need a proper traffic management plan
- The college has told objector that they expect most of the students to cycle to the college, this is unlikely.
- Unlikely people will car share as they come from large area arrive at different hours and leave at different hours.
- Exotic animals so close to a residential street is inappropriate. The expected volume of visitors/vehicles to the centre would totally disrupt the lives of the residents on a daily basis, 7 days a week.
- Could impact on the status of Askham Bryan Village which is a Conservation Village.

## 4.0 APPRAISAL

### RELEVANT SITE HISTORY

- 00/02355/FUL - Change of use with alterations of redundant pig buildings to animal housing for small animal courses - Approved
- 01/02434/FUL - Change of use of part of agricultural glass house to retail area - Approved

- 03/00429/FUL - Erection of single storey pitched roof equine centre for curriculum use - Approved
- 03/00508/FUL - Erection of new dairy unit and cattle shed to replace existing dairy unit and farm outbuildings - Approved
- 03/04089/FUL - Erection of new building to house beef cattle at Westfield Farm - Approved
- 05/01743/FULM - Erection of 3x three storey student accommodation blocks after demolition of 5x existing two storey accommodation - Approved
- 07/00753/FULM - Proposed erection of veterinary hospital with associated outbuildings, car parking and vehicular access - Approved
- 10/02602/FULM - Construction of steel framed agricultural building (Beef unit) to the rear of Westfield Cottages - Approved
- 11/01155/FULM - Erection of 7 single storey buildings forming an equine hospital and training centre with associated outdoor facilities, car parking and new access - Approved
- 12/03016/FUL - Erection of single storey student and staff accommodation block comprising 10 no. ensuite bedrooms, 1no. flat with separate access; 2no. supporting teaching spaces and associated external landscaping - Approved
- 13/02969/OUTM - Outline application for the erection of new building and conversion of existing building to provide student accommodation; the erection of teaching block following the demolition of a workshop; and the erection of an engineering building – Pending considered elsewhere on this agenda

## KEY ISSUES

- Policy background
- Green belt and consideration of very special circumstances
- Design and landscape considerations
- Traffic, highway and parking issues
- Public Right of Way
- Ecology
- Sustainability
- Drainage

## ASSESSMENT

### PLANNING POLICY

4.1 The NPPF sets out the presumption in favour of sustainable development, there are three dimensions/roles to sustainable development: economic, social, and environmental. These roles should not be undertaken in isolation and involves seeking positive improvements in the quality of the built, natural, and historic environment. The site falls within the general extent of the Green Belt as shown on

the Key Diagram of the RSS (the Yorkshire and Humber Plan) saved under The Regional Strategy for Yorkshire and Humber (Partial Revocation) Order 2013.

4.2 The Askham Bryan Parish Plan (2006) discusses the College site and its importance to the area. The design guidelines set out in the Plan refer to the setting of the village and the retention of the agricultural character of the village and there is little mention of the college site. However some of the guidelines are considered to be applicable: the south aspect from Chapel Lane contributes to the setting of the village. Any new development should respect, maintain, or provide views through to these features and the open countryside; developments must reflect and complement the character of the immediate surrounding area particularly with regard to scale, density, and mix of design; no development should be permitted which would interrupt the open character and setting of the village approaches.

### GREEN BELT AND CONSIDERATION OF VERY SPECIAL CIRCUMSTANCES

4.3 The application relates to the re-development of the college campus. The site is within the Green Belt as defined City of York Development Control Local Plan Proposals Map, and the saved policies of the Yorkshire and Humber Regional Spatial Strategy (May 2008) sets out the extent of the City of York Green Belt. The campus is identified as a "major developed site in the Green Belt" within Policy GB10 the Development Control Local Plan (2005) and Policy GB5 (of the emerging Local Plan). Both policies state that the preferred use of the site is for education. Some of the development proposed falls outside of the developed site envelope shown in the proposal maps for both Local Plans. However as neither of these Local Plans have been adopted and the NPPF does not make reference to major developed sites, it is considered that the major developed site envelope can be given only very limited weight when considering this application.

4.4 The aim of the greenbelt is to prevent urban sprawl by keeping land permanently open, the characteristic of the greenbelt is its openness and permanence. The Green Belt serves 5 purposes: to check the unrestricted sprawl of large built-up areas; to prevent neighbouring towns merging into one another; to assist in safeguarding the countryside from encroachment; to preserve the setting and special character of historic towns; and to assist in urban regeneration, by encouraging the recycling of derelict and other urban land. Inappropriate development is, by definition, harmful to the green belt and should not be approved except in very special circumstances.

4.5 The NPPF sets out that the construction of new buildings is inappropriate in the greenbelt, however it provides a list of exceptions these include: buildings for agriculture; provision of appropriate facilities for outdoor sport, outdoor recreation, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it; the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the

original building; the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces; limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.

4.6 Certain other forms of development are also not inappropriate in the greenbelt providing they preserve the openness of the greenbelt and do not conflict with the purposes of including land in the greenbelt, these include: engineering operations; and the re-use of buildings providing that the buildings are of permanent and substantial construction.

4.7 Much of the proposed development does not fall within the exceptions set out in paragraph 89 the NPPF, these elements include both animal management centres and associated outside enclosures, the aviary, the bird of prey centre, the equestrian building, the 2 no. gatehouses, the silage clamp and the agricultural storage and livestock buildings (for the purposes of the assessment against green belt policy the 'agricultural' buildings are considered to be 'educational' buildings). The other buildings by virtue of their siting within the existing campus are considered to be appropriate as they fall within limited infilling or the partial redevelopment of a previously developed site that does not have a greater impact on the openness of the greenbelt.

4.8 The polo field and the engineering works involved would fall within the category of provision of appropriate facilities for outdoor sport and outdoor recreation, whilst it would result in a significant landscape change the re-profiling and the eventual appearance would not result in a loss of openness and neither would this part of the development conflict with the purposes of including land within the greenbelt. The assessment of the landscape change will be in the following section.

4.9 There are commercial elements to some of the proposals. The animal management and wildlife and conservation areas would be open to the public at weekends and during the holidays and for organised groups for educational and social purposes during term time. The applicants have various estimates as to the number of visitors expected these range from 59 visitors per day (10,000 per annum) to 200 visitors per day (33,800 per annum). The travel assessment has stated that the approximate number of days open to the public (not including the organised term time visits) as 169 days. The equestrian aspect of the application will also have a commercial element with a large number of the horses being in private ownership, in addition to the use of the facilities for competitions. The commercial aspect of the buildings would be ancillary to the main education use.

4.10 The proposed equine centre (building E1) does not fall within any of the exception categories set down in paragraph 89 NPPF, as such very special

circumstances are required to overcome the presumption against inappropriate development. The proposed building by virtue of its scale and siting outside of the existing campus boundaries would result in harm to the openness of the greenbelt. The applicant has put forward the following reasons as to why the building can not be sited on the existing rugby fields within the existing campus boundaries, following the re-siting of the rugby pitches elsewhere within or adjacent to the campus. The applicant stated that the playing field is too small to accommodate E1 together with the surrounding operational areas and access facilities, and may result in separate buildings which would run counter to providing a prestigious equestrian education and competition centre. The applicant states that the building would be unreasonably close to the student residential accommodation both in terms of the physical dominance of the building and also potential problems of smell arising from manure handling and storage. Noise from the proposed engineering building (subject of the outline application) has the potential to startle horses. E1 has been designed to maximise the operational relationships between different elements of the unit. The existing sport changing rooms are located in the main body of the campus are readily accessible from both pitches; students would have to travel further if the rugby pitches were relocated. In addition would conflict with the colleges aim to concentrate different activities into different zones. The applicant's argument for the proposed location of the building is reasonable in the context of the management of the activities of the college campus. The consequent impact of building E1 of the openness of the green belt and landscape character, and the effective expansion of the existing built campus is assessed below.

4.11 The NPPF states that housing should be located where it will enhance or maintain the vitality of rural communities. Local planning authorities should avoid new isolated homes in the countryside unless there are very special circumstances such as: the essential need for a rural worker to live permanently at or near their place of work in the countryside. The proposed development would result in an increase in the number of stables from 42 to 68, as such another resident member of staff is required to provide the security and care of the horses at all times. This was considered reasonable as part of the formerly proposed equine hospital application where accommodation was proposed within one of the hospital buildings. The current manager lives close by (on campus), however the applicant has made the case that for security reasons the dwellings need a view of the entrance of the building. It is considered that there is a functional requirement for on-site accommodation to provide security and care of the horses. Along with building E1, the new dwellings are considered to be inappropriate development in the green belt.

4.12 The animal management centre buildings and associated outside enclosures, the aviary, the bird of prey centre, the temporary student accommodation, the silage clamp and the agricultural storage and livestock buildings whilst considered to be inappropriate development in the green belt are not considered to be unduly harmful to the openness of the green belt. Nevertheless to be acceptable in green belt

terms they need to be justified by very special circumstances alongside the equine building and associated dwellings.

4.13 The NPPF states that local planning authorities should ensure that substantial weight is given to any harm to the green belt. 'Very special circumstances' will not exist unless the potential harm to the green belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations. The applicant has put forward the following:

- The campus is sited in this location and therefore the proposed development cannot be located other than within or adjacent to the existing campus.
- The proposals will provide the basis for a significant financial input into the campus over an extended period. Construction value is estimated to be £33,972,000. The successful contractor could potentially employ local sub-contractors and suppliers. As such there is the potential for the development to affect the local economy.
- The development will allow student numbers to increase by 65%, and the number of full time students who are resident on the site will double. This will generate a need of 120+ teaching and support staff, potentially adding £2million per annum into the local economy.
- Further input into the economy will occur from the on-going supply of domestic and housekeeping services, estimated at £150, 000 per annum (excluding wages) which as far as possible will be sourced locally.
- The proposed developments are inter- related, mutually supportive and in terms of their importance to the future development and status of the college, comprise a long term development and all the elements are essential.
- There is insufficient land to accommodate the development within the existing boundaries of the campus.
- Will allow the range of courses to be increased and the standard of residential and social facilities available and thus contributing to the reputation of the college and by associate the city.
- The equine centre will rival any currently existing in the UK and together with the polo pitch will provide a facility of international standard.
- The links to the Council and the wider community in respect of students assisting in land-based and conservation projects and the uses of the college facilities during the holidays will be strengthened and extended to the economic, social, and cultural benefit of the city.

4.14 It is intended that the number of equine and animal management students in full time courses and higher education would increase. In animal management it is envisaged that the full time students would increase from 201 in 2013/14 to 280 by 2017/18 and the higher education would increase from 192 in 2013/14 to 230 by 2017/18. The projected increase in the full time equine courses would be from 105 in 2013/14 to 205 by 2017/18 and the higher education courses equine student

numbers have the potential to increase from 43 in 2013/14 to 110 in 2017/18. The proposed facilities are intended to provide a greater quality and degree of specialisation in areas such as zoo animal management, and conservation and animal behaviour. The proposed facilities will enable higher levels of specialisation to be achieved on campus rather than studying off site. The intention is that it would reduce costs and inefficiencies in transporting students to other locations and contribute to raising the profile of the college. The constraints of the existing equine unit and adjacent external areas limit the number of horses that can be kept and the time the horses can be allowed to run free in the paddocks, and limits the range of horses that can be kept at the unit and thus the range of courses and students that can be accommodated. The college expect that the number of students would increase from 1200 in 2013/14 to 2300 - 2500 students in 2017/18, together with an increase in staff numbers by 180.

4.15 The equestrian buildings would cause harm to the openness of the greenbelt by virtue of its scale. However facilities of this type and size, by its very nature, will be situated in open areas and in York this will almost inevitably be on Green Belt land. A number of benefits could arise from the granting of planning permission of the re-development in terms of its enhanced reputation, and the provision of additional learning opportunities and enhancing the reputation of York as a provider of high class education facilities.

4.16 The NPPF states that inappropriate development is, by definition, harmful to the Green Belt. It is for the applicant to show why permission should be granted. Very special circumstances to justify inappropriate development will not exist unless the harm by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations. On balance, it is considered that the above considerations cumulatively of amount to very special circumstances sufficient to outweigh the harm that would be caused to the Green Belt.

## DESIGN AND LANDSCAPE CONSIDERATIONS

4.17 The Government attaches great importance to the design of the built environment. The NPPF states that good design is a key aspect of sustainable development, and is indivisible from good planning, and should contribute positively to making places better for people. Development should function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit; optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses and support local facilities and transport networks; respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation; create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine

quality of life or community cohesion; and are visually attractive as a result of good architecture and appropriate landscaping. Although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment.

4.18 The southern line of the existing buildings are located at a height of 35m along the ridge formed by the glacial moraine. The topography increases in height further to the west at Stock Hill at a height of 44m. Within the otherwise relatively flat surrounding land, this is a noticeable ridge/hill. The college complex is experienced by the highest numbers from the A64. From the A64 the college is perceived as a farmstead on the hill (Westfield farm buildings), followed by the main building, and then a stables and a large timber barn (equestrian centre). These are all visible, albeit fleetingly from vehicles travelling at relatively high speed, along the A64 in varying degrees at different locations and times of the year.

4.19 Previous development of the campus has maintained a building line along the ridge with development on the northern slope of the ridge. The proposed AMC buildings would be set forward of the top of the ridge on the southern slope. The AMC1 building by virtue of its design and height would act as a focal building within the campus; AMC2 would be of a relatively modest appearance and would have a subservient relationship to AMC1. There would be formal gardens to the north of the AMC1 building to provide an entrance and emphasise the statement building aspect of the proposed college building. The buildings would be built out of the slope on a level platform with an increase in land levels (the maximum increase in land levels would be 2.5 metres). The proposed buildings would be set further south than the existing animal management buildings and would have a greater visual prominence, however by virtue of their design they are not considered to harm the visual amenity of the area or this part of the transport corridor.

4.20 The means of enclosure to the various species of animals will be screened by the existing arboretum but also the proposed perimeter fencing and tree/hedge screening. The majority of the tree species within the arboretum are deciduous and together with the existing and proposed screening/planting to the A64 would allow some views of the enclosures during the winter from outside of the site however it is not considered to result in harm. The broadleaved woodland proposed to the east of the public right of way AB 2/7 would create screening of the bird of prey facility in the wider landscape. Shelter structures are proposed in the woodland area to provide shelter for students and visitors, no details have been provided, they could be sought by a condition. A 2.5 metre high perimeter wire mesh paladin fence is proposed to the boundary with the A64, which would be barely visible from outside of the site when viewed in context of the existing trees and hedging along the A64 boundary. The fence is required to prevent the escape of the proposed animals. The Highways Agency is requesting further boundary treatment to prevent any views into

the paddock that may cause a distraction to the users of the A64 and result in safety issues. It is considered that that the screening can be sought via condition.

4.21 The extension to the heifer shed, the proposed silage clamp, and the proposed agricultural storage and livestock building would form part of the existing farm complex of the college campus. The proposed buildings would be visible from a distance by virtue of the siting on the brow of the ridge and being on the edge of the campus. The applicants have stated that the roof to the silage clamp (building height 10.55 metres) is required for operational and health and safety grounds, however revised plans have been submitted showing the roof removed, and (by virtue its sensitive location on the brow of the ridge and its visual separation from the farm complex caused by the low level slurry lagoon) is considered to have a significant reduction in the visual impact. The walls and the eventual storage of silage would be visible however it would be of an agricultural appearance not at odds with the surroundings. The proposed agricultural storage and livestock building whilst relatively large would be of an agricultural appearance and would be visible against the context to the existing farm complex, and from the A64 and the wider greenbelt would have the appearance of a farm. Whilst the appearance of the buildings would become more prominent from the north by virtue of the re-profiling of the northern slope of the hill for the polo field, the plans show woodland planting to the north and south of the proposed buildings which would eventually provide an element of screening.

4.22 The farm reception building (FM4) would be of a utilitarian appearance, it would not be visible from outside of the campus. It would be visible from the public right of way (AB 2/7) that runs north to south however it is not considered to result in harm to the enjoyment of this public right of way, or prevent use of the prowl.

4.23 The proposed temporary portacabin student accommodation (SV3) would be set within the centre of the campus and would not be visible from outside of the natural campus boundaries. The buildings are of a utilitarian and temporary appearance. The applicant only seeks consent for this aspect of the application for 3 years only.

4.24 The glazed roof to the quadrangle of MB1 would not be visible from outside of the building; it would create additional student space and thus better social facilities of the students. The glazed entrance to the building is simple and modest in appearance and does not detract from the appearance of the host building, it would not be visible from the wider campus or from outside of the site.

4.25 The additional cladding to the existing beef shed (E2) to create stable accommodation would be minimal and would not significantly impact on the appearance of the building, it would maintain an agricultural appearance, in addition would be screened from wider area by the proposed adjacent E1.

4.26 The proposed equestrian centre (E1) is large and utilitarian in appearance, the external appearance would be profile metal sheeting for the roof, and the walls would be block work, profiled metal sheeting, and Yorkshire boarding. The proposed building would be south of York Road by minimum of 75 metres. By virtue of its scale and appearance it would be very prominent in the landscape, and the large car park to the front would further emphasise its presence within the open topography. A separate access is proposed to the equestrian centre from York Road with 2 gate houses either side of the vehicle entrance.

4.27 NPPF states that there should be limited impact from light pollution to local amenity, intrinsically dark landscapes and nature conservation. A lighting strategy was requested for the above development so the impact can be assessed on the landscape, whilst an assessment has not been submitted the applicant has confirmed wall lighting, and illumination of the car park and the driveway, detail can be sought via condition. It is not intended to illuminate the polo field.

4.28 The re-profiling of the northern slope of Stock Hill ridge to create a polo field would result in the land adjacent to the York Road increasing in height by 4 metres within 30 metres of the road, and the land reduced by up to 6 metres where the southern edge of the polo field is proposed, thus creating a new slope to the south to take account of the height of the hill. The alterations would result in a significant change to the landscape. In addition the polo field would be unlikely to have the appearance of an agricultural field in that it will be closely mown turf. The plans show a substantial depth of woodland planting to the north and south of the pitch that would eventually provide some screening of the pitch and the equestrian building.

4.29 The proposed dwellings would be prominent on York Road. Previously proposed 2.5 metre high curtilage walls fronting York Road have been replaced with hedging. The substantial woodland landscaping proposed to the south of York Road would eventually result in an element of enclosure and physical barrier/screening along the road and would result in the dwellings appearance and prominent isolated appearance on York Road being reduced over time. It is proposed that the dwellings would be built after, or concurrently with, the equestrian centre building E1. As such this larger building will act as a backdrop to the dwellings and they will appear as part of the wider expanded campus.

## TRAFFIC, HIGHWAY AND PARKING ISSUES

4.30 Information supplied by the applicant has indicated that the animal management centre and the wildlife and conservation areas element of the scheme could be expected to generate in the region of 48 two-way movements per day when it is open to the public. This low level of traffic and staggered arrival that will be seen will have a negligible impact on the surrounding highway and will occur during periods when traffic flows on the adjacent network are lower.

4.31 Student numbers are projected to increase from 1200 to 2300 by 2017. The level of car parking on site is proposed to increase from approximately 390 spaces to 530 spaces. Based upon the mode shift currently being achieved the proposed level of parking will accommodate the increase in student numbers. Highways Network Management are satisfied from the information submitted that the development proposals will not have a detrimental impact on the adjacent highway network.

4.32 A small increase in queuing is seen at the junction of Manor Heath however this only occurs during a short period during the AM peak hour, queuing can currently be seen at this junction during the current AM peak periods. During the rest of the day and PM/Sat peak periods the junction continues to operate satisfactorily with development traffic added. The Highways Agency have not raised any objections regarding the impact to the A64.

4.33 Askham Bryan College currently implement a number of sustainable travel initiatives in order to minimise the level of vehicular traffic and demand for parking generated by the site, including parking management procedures and the provision of free minibus travel to students travelling from further afield. In order to further support these initiatives and promote further mode shift the college have confirmed that they are willing to make a one-off contribution of £5k to be secured through a S106 Agreement towards the use of the ionTRAVEL program. The contribution will provide for the Travel Plan process to be managed by the CYC Travel Plan coordinator i.e. entry of all key data from the travel plan, targets and monitoring. This level of control and collaborative working with the authority is considered to significantly increase the likelihood of the Travel Plan being successful and is effective in minimising car borne travel and associated requirements for car parking, whilst promoting sustainable travel. A number of objections have been received regarding existing parking problems and the speed of vehicles within the campus, however with the proposed additional car parks and the implementation of the Travel Plan it is considered that this may overcome the parking issues. The speed of vehicles on college owned roads is a matter for the college and not something the Council are able to control.

4.34 Officers are negotiating a contribution from the college which will be used towards the provision of enhanced pedestrian and cycle facilities within the vicinity of the site, this will be secured via a S106.

#### PUBLIC RIGHT OF WAY

4.35 The public right of way (AR21/4 AB2/8) directly affected by the proposed development runs across the proposed site of the polo field. The applicant has submitted further information regarding the PROW during events, at the time of

writing the report further comments were awaited from the Public Rights of Way Team regarding the additional information. However it is considered likely that the applicant will be required to divert the path to avoid the polo field; an application under section 257 Town and Country Act will be required.

## ECOLOGY

4.36 The NPPF sets out that the Planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, geological conservation interests and soils; minimising impacts on biodiversity and providing net gains in biodiversity where possible

4.37 The proposed development will result in the loss of 3 hedgerows to make way for the proposed polo pitch, however it is considered that the tree planting proposed elsewhere within the campus would result in a net biodiversity gain.

4.38 There is a badger sett within the site in close proximity of the re-profiling works to create a polo field. The extent of the proposed earthworks appears to be about 30 metres from the entrance to the sett. Natural England advice states that the use of very heavy machinery within 30 metres of any entrance to an active sett, and lighter machinery (particularly used for any digging operation) within 20 metres, or light work such as hand digging operation) within 20 metres, or light work such as hand digging or scrub clearance within 10 metres, all require a licence. The applicant's ecologist considers that it is unlikely that the badger sett would need to be closed even if a licence is required, and conditions within the licence would include changes to working methods to reduce disturbance to the sett and should not cause major delays to the project.

4.39 The bat activity surveys recorded use of the site and surrounding area. Emergence was recorded from the main office building. To proceed with any proposed development which may affect the roost, there is a legal requirement under the Wildlife and Countryside Act 1981 (as amended) and the Conservation of Habitats and Species Regulations 2010 for a European Protected Species (EPS) licence granted by Natural England. An overarching mitigation and enhancement plan can be obtained via condition. It is also considered prudent to condition lighting details to ensure there is limited impact on bats as well as on visual amenity grounds and impact to the wider countryside/green belt.

## SUSTAINABILITY

4.40 It is a requirement of policy GP4a of the Local Plan that a sustainability statement is submitted with applications for development. The proposed development should also meet the requirements of the Council's planning guidance Interim Planning Statement (IPS) on Sustainable Design and Construction. Commercial developments involving more than 500 sq m of space should

demonstrate that they can achieve a BREEAM rating of 'very good', among the requirements are that the development can generate at least 10% of its energy demands from low or zero carbon technology.

4.41 The applicant has submitted a statement with stating that the intention is for AMC1 to obtain BREEAM excellent rating and the equestrian building and the farm buildings and the student accommodation to be assessed under BREEAM. No reference is made to the other buildings attaining the appropriate BREEAM requirement. The standards can be secured through planning conditions.

4.42 The applicant has made no reference has been made to generation of 10% of the energy demands from low or zero carbon for the development it is considered that these standards can be secured through planning conditions.

## DRAINAGE

4.43 The NPPF requires that suitable drainage strategies are developed for sites, so there is no increase in flood risk elsewhere. Local Plan policy GP15a: Development and Flood Risk advises discharge from new development should not exceed the capacity of receptors and water run-off should, in relation to existing run-off rates, be reduced.

4.44 Some drainage details for the 2 no. animal management buildings has been submitted however the Flood Risk Management team do not consider that the information fulfils the appropriate soakaway test. Some surface water drainage has been submitted for other parts of the proposed development. By reason of the potential to affect neighbouring land and roads it is considered that this information is required to ensure that the proposed drainage method is appropriate and works in this location, it is consider that in this case given the extent of the college's land ownership the information can be sought via condition.

## **5.0 CONCLUSION**

5.1 Much of the proposed development is considered to constitute inappropriate development within the Green Belt, and by virtue of the scale and siting of some of the proposed development would impact and cause harm to the openness and visual amenity of the Green Belt. Central Government advice in the NPPF makes it clear that such development should not be approved, except in very special circumstances. The proposed facilities are required for the college to expand and compete, and improve existing courses, this is supported by local and national planning policy. The proposed college facilities are required in proximity to the current campus and cannot reasonable be sited elsewhere. It is considered that very special circumstances exist that outweigh the harm to the greenbelt. Other impacts of the development are considered to be acceptable and in accordance with

national and local planning policy and where reasonable and necessary will be mitigated by condition.

5.2 Approval is recommended subject to the referral of the application to the Secretary of State under The Town and Country Planning(Consultation) (England) Direction 2009 and the completion and signing of a Section 106 agreement covering a contribution towards a pedestrian/cycle path and the use of the ionTRAVEL program.

**6.0 RECOMMENDATION:** Approve following referral to the Secretary of State and subject to the prior completion of a section 106 agreement.

Subject to the following conditions:

- 1 PLANS1 Development in accordance with approved plans
- 2 TIME2 Development start within three years -
- 3 Notwithstanding any proposed materials specified on the approved drawings or in the application form submitted with the application, samples and colours of the external materials to be used shall be submitted to and approved in writing by the Local Planning Authority prior to the construction of each building hereby approved. The development shall be carried out using the approved materials.

Reason: So as to achieve a visually cohesive appearance.

- 4 The buildings (indicated as SV3 on Drawing Number (05)01 Revision A received 22 November 2013) shall be removed by 01 January 2017 unless prior to that date a renewal of the permission shall have been granted in writing by the Local Planning Authority.

Reason: The temporary nature of the building is such that it is considered inappropriate on a permanent basis.

- 5 Prior to the commencement of each of the following buildings: Animal Management Centre 1(AMC1), Animal Management Centre 2 (AMC2), and the Equine Centre (E1) details shall be submitted and approved in writing by the Local Planning Authority to demonstrate how the development will provide 10% of its predicted energy requirements from on-site renewable sources. The development shall be carried out in accordance with the submitted details unless otherwise agreed in writing by the local planning authority. The approved schemes shall be implemented before first occupation of the buildings.

Reason: To ensure that the proposal complies with the principles of sustainable development and the Council's adopted Interim Planning Statement on Sustainable Design and Construction

6 The following buildings: Animal Management Centre 1(AMC1), Animal Management Centre 2 (AMC2), and the Equine Centre (E1) shall be constructed to the appropriate BRE Environmental Assessment Method (BREEAM) standard of 'very good'. A Post Construction stage assessment shall be carried out and a Post Construction stage certificate shall be submitted to the Local Planning Authority within 6 months of occupation of each building. Should any of the buildings fail to achieve a BREEAM standard of 'very good' a report shall be submitted for the written approval of the Local Planning Authority demonstrating what remedial measures would be required to achieve a standard of 'very good'. Any agreed remedial measures shall then be undertaken within a timescale to be approved in writing by the Local Planning Authority.

Reason: In the interests of achieving a sustainable development in accordance with the requirements of GP4a of the City of York Development Control Local Plan and the City of York Council Interim Planning Statement 'Sustainable Design and Construction'.

7 No development shall take place until there has been submitted and approved in writing by the Local Planning Authority a detailed landscaping scheme which shall illustrate the number, species, height and position of trees and shrubs initially indicated in Drawing Numbers (05)21 Revision A and (05)01 Revision A received 22 November 2013, Drawing Number (05)35 received 23 August 2013, and Drawing Number 3992 (05)45b 29 November 2013. The details shall include the period/phasing of the landscaping scheme. This scheme shall be implemented within the agreed timescale.

Any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless alternatives are agreed in writing by the Local Planning Authority.

Reason: So that the Local Planning Authority may be satisfied with the variety, suitability and disposition of species within the site.

8 No development shall take place until an archaeological evaluation in accordance with a detailed methodology (to include geophysical survey, metal detecting, trial trenches, community involvement, analysis, publication and archive deposition) which shall first be submitted to and approved in writing by the said Authority of the site of the site has been carried out and a report submitted to and approved in writing by the Local Planning Authority. A report on the results of the evaluation shall be submitted to the Local Planning Authority within six weeks of the

completion of the field investigation.

Reason: The site is located within an area identified as being of archaeological interest. The investigation is required to identify the presence and significance of archaeological features and deposits and ensure that archaeological features and deposits are either recorded or, if of national importance, preserved in-situ.

9 If, following the carrying out of the archaeological evaluation required by Condition 8, the Local Planning Authority so requires, an archaeological excavation of the site shall be carried out before any development is commenced. The excavation shall be carried out in accordance with a detailed methodology (to include trenches, community involvement, post-excavation analysis, publication and archive deposition), which shall first be submitted to and approved in writing by the said Authority. Reasonable access shall be afforded to any Local Planning Authority nominated person who shall be allowed to observe the excavations. A report on the excavation results shall be submitted to the Local Planning Authority within twelve months of the completion of the field investigation.

Reason: The site is located within an area identified as being of archaeological interest. The investigation is required to ensure that archaeological features and deposits identified during the evaluation are recorded before development commences, and subsequently analysed, published and deposited in an archaeological archive.

10 The occupation of the 2 no. dwellings detailed as E3 on Drawing Number (05)01 Revision A (received 22 November 2013) shall be limited to a person/s solely or mainly employed by Askham Bryan College.

Reason: Because of their location within the green belt, the dwellings would be unacceptable unless justified by the security and care needs of the adjacent equine facility.

11 Construction of the 2 no. dwellings detailed as E3 on Drawing Number (05)01 Revision A (received 22 November 2013) shall not be commenced before commencement of the construction of the Equine Centre detailed as E1 on the aforementioned plan.

Reason: The justification for the gatehouses is for the security and care needs of the horses housed in the Equine Centre (E1), if the Equine Centre is not constructed there is no justification for the dwellings.

12 The proposed hedge to the northern boundary of the 2 no. dwellings and the vehicle entrance to the equine building hereby approved as shown on Drawing Number (05)20 Revision A (received 22 November 2013) shall be in place prior to the occupation of the dwellings, shall be maintained to a minimum height of 1.8

metres, and shall not be removed.

Reason: For the visual amenity of York Road. The hedge is considered to screen some of the impact of the proposed dwellings and domestic paraphernalia, a fence or wall would be harmful to the rural character of the area and the openness of the greenbelt.

13 Notwithstanding the provisions of Article 3 of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking or re-enacting that Order), development of the type described in Classes A, B, C, and E of Schedule 2 Part 1 of that Order shall not be erected or constructed with regards to the 2 no. proposed dwellings (Drawing Number (05)20 Revision A received 22 November 2013).

Reason: The Local Planning Authority considers that it should exercise control over any future extensions or alterations which, without this condition, may have been carried out as "permitted development" under the above classes of the Town and Country Planning (General Permitted Development) Order 1995. The dwellings hereby approved result in visual harm to York Road as well as impacting on the openness of the greenbelt, to ensure that extensions and/or alterations do not result in further harm and are consistent and reasonable with the justification for the dwellings, and the purposes of Condition 10.

14 The Wildlife and Conservation Area shall not extend further than the extent shown edged in green on Drawing Number 392 (05)01 Revision A received 22 November 2013

Reason: For the avoidance of doubt . To assess the impact of further extension of this area. To ensure the safety and that there is no distraction to users of the A64.

15 The perimeter fence details of the Wildlife and Conservation Area shall be submitted to and approved in writing by the Local Planning Authority prior to the use of the paddocks by any animals except for horses, goats, alpaca, pigs, geese, ducks, chickens, llama, sheep, rabbits, donkeys. The proposed fence shall be a minimum height of 2.5 metres

Reason: In the interests of the visual amenities of the area.

16 The method of screening along the boundary of the Wildlife and Conservation Area (shown edged in green on Drawing Number 392 (05)01 Revision A received 22 November 2013) and the A64 and slip road shall be submitted to and approved in writing by the Local Planning Authority and be in place together with the perimeter fence (subject of Condition 15) prior to the use of the paddocks by any animals except for horses, llamas, sheep, goats, rabbits. The proposed screening will be retained, maintained and have a minimum height of 2.5 metres.

Reason: To prevent views of the paddocks from vehicles to ensure that there is no distraction to users of the A64, and to ensure that the proposed method of screening does not harm the visual amenity of the transport corridor, or the openness of the greenbelt.

17 Prior to the first occupation of any building hereby approved a Full Travel Plan shall be submitted and approved in writing by the Local Planning Authority. The travel plan should be developed and implemented in line with local and national guidelines. The development shall thereafter be occupied in accordance with the aims, measures and outcomes of said Travel Plan.

Within 12 months of occupation of the development hereby approved a first year travel survey shall have been submitted to and approved in writing by the Local Planning Authority. Results of yearly travel surveys shall then be submitted annually to the authority's travel plan officer for approval.

Reason: To ensure the development complies with local and national highways and planning guidance, and to ensure adequate provision is made for the movement of vehicles, pedestrians, cycles and other forms of transport to and from the site, together with parking on site for these users.

18 The Animal Management Centre buildings AMC1 and AMC2 shall not be occupied until the parking areas to the north of the AMC buildings shown on the approved plans edged in purple/brown have been constructed and laid out in accordance with the approved plans, and thereafter such areas shall be retained solely for such purposes.

Reason: To ensure that appropriate levels of on site parking are provided in the interests of highway safety.

19 In the event that contamination is found at any time when carrying out the approved development, the findings must be reported in writing immediately to the Local Planning Authority. In such cases, an investigation and risk assessment must be undertaken, and where remediation (clean-up) is necessary a remediation scheme must be prepared, which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority. Should City of York Council become aware at a later date of suspect contaminated materials which have not been reported as described above, the council may consider taking action under Part 2A of the Environmental Protection Act 1990.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters,

property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

20 Prior to their construction, details of the shelters 'woodland enclosures' within the Wildlife and Conservation Area shall be submitted to and approved in writing by the Local Planning Authority. The details shall include appearance, scale, siting, and materials. The development shall be constructed in accordance with the approved details.

Reason: In the interests of the visual amenity of this transport corridor and the wider area and the openness of the green belt as no details were submitted during the application process.

21 Prior to their construction, details of the gates and brick piers to the boundary with the A64 shown as being replaced on Drawing Number (05)01 Revision A received 22 November 2013 shall be submitted to and approved in writing by the Local Planning Authority. The details shall include appearance and scale. The development shall be constructed in accordance with the approved details.

Reason: In the interests of the visual amenity of this transport corridor and the wider area and the openness of the green belt as no details were submitted during the application process.

22 The re-profiling to create the polo field and associated paddocks subject of this application shall be carried out in accordance with the details shown in Drawing Number 3992 (05)45b received 29 November 2013.

Reason: To ensure the development is in compliance with the approved plan, as deviation from the plan may result in harm to the visual amenity of the area.

23 Details of all machinery, plant and equipment to be installed in or located on the buildings hereby permitted, which is audible at the boundaries of the nearest residential properties located at 36 to 61 Askham Fields Lane when in use, shall be submitted to the local planning authority for approval. These details shall include maximum sound levels ( $L_{Amax}(f)$ ) and average sound levels ( $L_{Aeq}$ ), octave band noise levels and any proposed noise mitigation measures. All such approved machinery, plant and equipment shall not be used on the site except in accordance with the prior written approval of the local planning authority. The machinery, plant or equipment and any approved noise mitigation measures shall be fully implemented and operational before the proposed use first opens and shall be appropriately maintained thereafter.

REASON: To protect the amenities of adjacent residents

INFORMATIVE: The combined rating level of any building service noise associated with plant or equipment at the site should not exceed 5dB(A) below the background noise level at 1 metre from the nearest noise sensitive facades when assessed in accordance with BS4142: 1997, this being the design criteria adopted by EPU, including any acoustic correction for noises which contain a distinguishable, discrete, continuous note (whine, hiss, screech, hum, etc.); noise which contain distinct impulses (bangs, clicks, clatters, or thumps); or noise which is irregular enough to attract attention.

24 Prior to commencement of the following buildings: Animal Management Centre 1(AMC1), Animal Management Centre 2 (AMC2), and the Equine Centre (E1) a Construction Environmental Management Plan (CEMP) for minimising the creation of noise, vibration, dust and lighting during the demolition, site preparation and construction phases of the development shall be submitted to and approved in writing by the Local Planning Authority. All works on site shall be undertaken in accordance with the approved scheme, unless otherwise agreed in writing by the Local Planning Authority.

All machinery and vehicles employed on the site shall be fitted with effective silencers of a type appropriate to their specification and at all times the noise emitted by vehicles, plant, machinery or otherwise arising from on-site activities, shall be minimised in accordance with the guidance provided in British Standard 5228 (2009) Code of Practice; 'Noise Control on Construction and Open Sites'.

REASON: To protect the amenities of adjacent residents

25 All demolition and construction works and ancillary operations which are audible beyond site boundary or at the nearest noise sensitive dwelling, including deliveries to and dispatch from the site shall be confined to the following hours:

Monday to Friday 08:00 to 18:00

Saturday 09:00 to 13:00

Not at all on Sundays and Bank Holidays.

REASON: To protect the amenities of adjacent residents

26 Prior to the occupation of each building details of any external lighting shall be submitted to and approved in writing by the Local Planning Authority. This scheme shall detail the locations, heights, design and lux of all external lighting. The development shall be carried out in accordance with the approved lighting scheme.

Reason: In the interests of visual amenity, to prevent light disturbance and nuisance, and to assess the impact on ecology

INFORMATIVE: There should be no direct illumination of foraging, roosting and

commuting habitat and any light spillage should be minimised as much as possible.

27 Prior to the construction of each building hereby approved, no demolition or development shall take place until full details of what measures for bat mitigation and conservation are proposed and have been submitted to and approved in writing by the Council. Where appropriate, a copy of the Natural England Protected Species Licence approving mitigation measures should be supplied to the Council prior to any work taking place.

The measures should include :

- (i) The inspection of any buildings to be demolished or disturbed as close to the date of work as possible and no earlier than one month prior to any work to ascertain the presence or otherwise of roosting or hibernating bats in the structure. Further survey may be required at the appropriate time of year if a) the demolition is to be carried out between April and Sept. or b) an endoscopic hibernation survey if the demolition is to be carried out between October and March. The results should be submitted to the Council beforehand.
- (ii) A plan of how work is to be dealt with during the demolition/development phase to accommodate the possibility of bats being present.
- (iii) No buildings containing bats to be demolished until the bats have been safely excluded using previously agreed methods. By preference demolition should take place in winter when bats are less likely to be present.
- (iv) Details of what provision is to be made within the new building to replace the features lost through the demolition of the original structure. Features suitable for incorporation for bats include the use of special tiles, bricks, soffit boards, bat lofts and bat boxes.
- (v) Details of any offsite enhancements that can be provided.
- (vi) The timing of all operations

The works shall be completed in accordance with the approved details prior to the occupation of the accommodation and shall be retained unless otherwise agreed in writing with the Local Planning Authority.

Reason: To take account of and enhance habitat for a protected species. It should be noted that under wildlife guidelines the replacement/mitigation proposed should provide a net gain in wildlife value.

INFORMATIVE: If bats are discovered during the course of the work, then work should cease and Natural England consulted before continuing.

Type boxes internally mounted into the walls rather than the externally mounted ones are recommended. Structures built into the fabric of the building provide better and longer lasting habitat that are less prone to environmental fluctuations and future disturbance.

28 Prior to the commencement of development, full details of a landscape/ habitat creation / restoration scheme should be submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include:

- (i) Purpose, aims and objectives for the scheme;
- (ii) A review of the site's ecological potential and any constraints;
- (iii) Description of target habitats and range of species appropriate for the site;
- (iv) Selection of appropriate strategies for creating / restoring target habitats or introducing target species;
- (v) Selection of specific techniques and practices for establishing vegetation;
- (vi) Sources of habitat materials (e.g. plant stock) or species individuals;
- (vii) Method statement for site preparation and establishment of target features;
- (viii) Extent and location of proposed works;
- (ix) Aftercare and long term management;
- (x) The personnel responsible for the work;
- (xi) Timing of the works;
- (xii) Monitoring;

All habitat creation works shall be carried out in accordance with the approved details, unless otherwise approved in writing by the local planning authority. The works shall be carried in accordance with a programme agreed with the local planning authority.

Reason: To take account of and enhance habitat for a protected species. It should be noted that under wildlife guidelines the replacement/mitigation proposed should provide a net gain in wildlife value.

29 No development shall take place until a Wildlife Protection Plan has been submitted to and approved in writing by the Local Planning Authority of what reasonable measures are to be taken to reduce/avoid any possible impact on targeted habitats, areas and species during the construction phase.

This plan should :

- (i) Provide details of what assessments, protective measures (if any) and sensitive work practices are to be employed prior to and during construction to avoid any impacts.
- (ii) Provide a timetable for implementing the above measures and construction showing any phasing of work carried out to avoid sensitive times of the year.
- (iii) Provide a list of persons responsible for 1) Compliance with consents relating to nature conservation, 2) Compliance with conditions relating to nature conservation. 3. Implementation and monitoring of sensitive work practices.
- (iv) Provide details of any training to be provided for construction staff with regard to

wildlife and protected species.

(v) Provide details of what contingency procedures are to be in place in the event that any protected species are found following commencement of development.

The works shall be completed in accordance with the approved details prior to the occupation of the accommodation and shall be retained unless otherwise agreed in writing with the Local Planning Authority.

Reason: To take account of and protect habitat and wildlife during construction of the development.

30 Prior to the construction of each building, the polo field, the equestrian centre (E1) car park, and the animal management centre's car park details of surface water drainage works shall be submitted to and approved in writing by the Local Planning Authority, thereafter the development shall be carried out in accordance with the approved details prior to any part of the development being brought into use.

Details to include:

- i) Calculations and invert levels to ordnance datum of the existing surface water system together with details to include calculations and invert levels to ordnance datum of the proposals for the new development.
- (ii) A topographical survey showing the existing and proposed ground and finished floor levels to ordnance datum for the site and adjacent properties. The development shall not be raised above the level of the adjacent land, to prevent run-off from the site affecting nearby properties.
- (iii) Existing and proposed surfacing shown on plans.
- (iv) Additional surface water shall not be connected to any foul / combined sewer, if a suitable surface water sewer is available.
- (v) If soakaways are the proposed method of surface water disposal, these shall be shown to work through an appropriate assessment carried out under BRE Digest 365, (preferably carried out in winter), to prove that the ground has sufficient capacity to accept surface water discharge, and to prevent flooding of the surrounding land and the site itself. The tests shall be carried out for each proposed building and witnessed by the City of York Council's Flood Risk Management Team.

If soakaways prove to be unsuitable then in accordance with City of York Council's Strategic Flood Risk Assessment, peak run-off from:

- (a) Proposed buildings within Brownfield areas must be attenuated to 70% of the

existing rate (based on 140 l/s/ha of proven connected impermeable areas). Storage volume calculations, using computer modelling, must accommodate a 1:30 year storm with no surface flooding, along with no internal flooding of buildings or surface run-off from the site in a 1:100 year storm. Proposed areas within the model must also include an additional 20% allowance for climate change. The modelling must use a range of storm durations, with both summer and winter profiles, to find the worst-case volume required. If existing connected impermeable areas not proven then a Greenfield run-off rate based on 1.4 l/sec/ha shall be used.

(b) Proposed buildings within Greenfield areas or above not proven must be attenuated to that of the existing rate (based on a Greenfield run off rate of 1.40 l/sec/ha). Storage volume calculations, using computer modelling, must accommodate a 1:30 year storm with no surface flooding, along with no internal flooding of buildings or surface run-off from the site in a 1:100 year storm. Proposed areas within the model must also include an additional 20% allowance for climate change. The modelling must use a range of storm durations, with both summer and winter profiles, to find the worst-case volume required.

Reason: So that the Local Planning Authority may be satisfied with these details for the proper drainage of the site. To ensure that the proposed drainage of the development is acceptable and would prevent flooding to neighbouring property and road infrastructure

## **7.0 INFORMATIVES: Notes to Applicant**

### **1. STATEMENT OF THE COUNCIL'S POSITIVE AND PROACTIVE APPROACH**

In considering the application, the Local Planning Authority has implemented the requirements set out within the National Planning Policy Framework (paragraphs 186 and 187) in seeking solutions to problems identified during the processing of the application. The Local Planning Authority took the following steps in order to achieve a positive outcome:

- Requested additional information
- Requested revisions to plans and elevations
- Application of conditions and Section 106

#### **Contact details:**

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