

COMMITTEE REPORT

Committee: Planning Committee **Ward:** Rural West York
Date: 25 March 2010 **Parish:** Upper Poppleton Parish Council

Reference: 09/02294/FULM
Application at: Proposed Site For Poppleton Bar Park And Ride Northfield Lane
Upper Poppleton York
For: Construction of park and ride facility with up to 1250 parking
spaces, associated access, passenger terminal building, wind
turbine and landscaped bund
By: Mr Paul Thackray
Application Type: Major Full Application (13 weeks)
Target Date: 30 March 2010
Recommendation: Approve

1.0 PROPOSAL

1.1 Planning permission is sought for a 1,250 space park and ride facility with associated road junction improvements, a single 14.5 metre high wind turbine and a terminal building providing facilities for site users, to the west of Northfield Lane, Upper Poppleton. A series of alterations including a pedestrian and cycle underpass and alterations to the roundabout junction layout would be undertaken at the A59/A1237 York Ring Road junction under Local Highway Authority Permitted Development Rights at the same time. The site lies within the designated York Green Belt and forms part of a wider package of demand management measures to deal with traffic growth in the York area including an expanded and relocated Askham Bar Park and Ride site previously dealt with by this Committee and an additional Park and Ride site to serve the B1363 Wigginton Road. The current proposal has been subjected to a full Environmental Impact Assessment.

2.0 POLICY CONTEXT

2.1 Development Plan Allocation:

Air safeguarding GMS Constraints: Air Field safeguarding 0175

Common Land and Village Greens GMS Constraints: VG 15 Upper Poppleton Village Green _ Assoc Waste Lands

City Boundary GMS Constraints: York City Boundary 0001

DC Area Teams GMS Constraints: West Area 0004

York North West Boundary GMS Constraints: York North West Boundary CONF

2.2 Policies:

CYGB1

Development within the Green Belt

CYSP8
Reducing dependence on the car

CYGP1
Design

CYGP3
Planning against crime

CYGP4A
Sustainability

CYGP9
Landscaping

CYT6
Park and Ride

3.0 CONSULTATIONS

INTERNAL:-

3.1 City Development - raise no objection to the proposal as "appropriate" development within the Green Belt. The design, layout and level of landscaping is furthermore felt to safeguard the essential characteristics of "openness" of the Green Belt.

3.2 Environmental Protection Unit - raise no objection to the proposal subject to appropriate conditions in relation to lighting and construction operations being appended to any permission.

3.3 Structures and Drainage Engineering Consultancy - raise no objection to the proposal.

3.4 Highway Network Management - raise no objection to the proposal subject to details of the internal layout, lighting and junction design being reserved for further consideration on any permission. Appropriate conditions would be attached to any permission granted (see below).

3.5 Design, Conservation and Sustainable Development - raise no objection to the proposals subject to any permission being conditioned to require the prior approval of a scheme of archaeological investigation, a detailed landscape scheme including management arrangements and the provision of at least 10% of the energy needs of the site from renewable sources.

EXTERNAL:

3.6 Marston Moor Internal Drainage Board - raise no objection to the proposal subject to any permission being conditioned to require a maintenance strip being secured along any Board maintained water courses crossing the site and any surface water discharges from the site being regulated at the agricultural rate of run-off.

3.7 Yorkshire Forward - raise no objection to the proposal.

3.8 The Environment Agency - raise no objection to the proposal subject to the flood attenuation measures outlined in the Flood Risk Assessment being secured by condition appended to any permission.

3.9 Yorkshire Water Services Limited - raise no objection to the proposal subject to any permission being conditioned to secure satisfactory surface water and foul drainage works.

3.10 Rufforth and Knapton Parish Council - raise no objection to the proposal subject to the improvement of pedestrian and cycle links between the application site and the villages of Rufforth and Knapton .

3.11 North Yorkshire Police Architectural Liaison Officer - raises no objection to the proposal.

3.12 Upper Poppleton Parish Council object to the proposal on the grounds that it would lead to increased congestion along the A59 and surrounding roads, it would lead to increased rat-running through Upper Poppleton village, there would be insufficient landscaping until the proposal has been fully implemented and the proposed lighting would cause pollution to surrounding areas.

3.13 Cyclists' Touring Club North Yorkshire - object to the proposal as being premature prior to the intended employment related developments in the vicinity being implemented, the proposal would simply lead to the re-location of existing congestion problems and would lead to the creation of significant numbers of additional car journeys from neighbouring villages.

3.14 York Natural Environment raise no objection to the proposal.

3.15 Natural England raise no objection to the proposal.

3.16 Nine letters of objection have been received in respect of the proposal. The following is a summary of their contents:

- * The proposal would increase congestion on the A59 and surrounding roads within the Outer Ring Road;
- * The proposal would lead to rat running through Upper Poppleton village;
- * The proposal should be located on the former Civil Service Sports Ground inside the Outer Ring Road off the A59;
- * The increased levels of traffic on the A59 would lead to increased levels of noise pollution;
- * The proposed lighting would lead to a significant problem of light pollution through the surrounding area;
- * The proposed wind turbine would itself give rise to a significant problem of noise pollution and visual intrusion and that a ground mounted solar panel should be chosen as an alternative means of renewable energy generation;
- * The proposal would detract from the pleasant rural ambience of Upper Poppleton village;
- * The proposal would lead to increased levels of traffic congestion through Upper Poppleton village and along the A59 to the west of the Outer Ring Road;

- * The proposal should be located further along the A59 towards Harrogate;
- * The proposed signalised junction between the A59 and Northfield Lane would exacerbate existing problems of traffic congestion along the A59 towards the Outer Ring Road;
- * The proposal would seriously detract from the open character of the Green Belt;
- * The proposal would detract from the residential amenity of properties in Station Road and Northfield Lane Upper Poppleton;
- * The additional hard surfaced area would exacerbate existing problems of flooding within the Ouse catchment area;
- * The additional monies to be spent on the proposed Park and Ride should instead be spent on enhanced public transport provision in the area.

4.0 APPRAISAL

KEY ISSUES

4.1 The main considerations identified are:-

- * Impact upon the open character and purposes of designation of the Green Belt;
- * Appropriateness of the location of the proposal;
- * Impact upon highway safety and the free flow of traffic on the A59 and adjacent roads;
- * Impact upon levels of noise and light pollution in the surrounding landscape;
- * Impact upon the rural ambience of the surrounding area;
- * Impact upon the residential amenity of properties in Station Road and Northfield Lane Upper Poppleton;
- * Appropriateness of the chosen mode of renewable energy generation.

POLICY CONTEXT:-

4.2 Paragraph 3.17 of PPG 2 "Green Belts" is of particular relevance in the current context. This identifies Park and Ride facilities as being specifically appropriate development within Green Belt areas subject to the stipulation that the openness and purposes of including land within the Green Belt would not be compromised by any particular proposal.

4.3 Paragraph 62 of PPG 13 "Transport" is of particular relevance in the current context. This clarifies that Park and Ride schemes would be permissible in the Green Belt where this is shown to be the most sustainable option. Scale and design will be particularly crucial factors in determining whether the impact of such schemes on the openness and visual amenity of Green Belt areas will be acceptable.

4.4 Policies Y1c) and Y1d) of the Yorkshire and Humber Regional Spatial Strategy are of particular relevance in the current context. These require that the nationally significant historical and environmental character of York be protected and enhanced and that accessibility to and within York be improved by the provision of additional Park and Ride sites.

4.5 Policy SP8 of the York Development Control Local Plan is of particular relevance in the current context. It seeks that new development must reduce dependence on the private car by providing for more environmentally friendly modes of transport.

4.6 Policy GB1 of the York Development Control Local Plan is of particular relevance in the current context. It identifies a firm policy context whereby planning permission will only be given in Green Belt areas where the scale, location and design of such development would not detract from the open character of the Green Belt, it would not conflict with the purposes of including land within the Green Belt, it would not prejudice the setting and special character of the City of York and it is for one of a number of defined Green Belt purposes including for the provision of a Park and Ride facility.

4.7 Policy GP1 of the York Development Control Local Plan is of particular relevance in the current context. It sets a policy framework requiring that development proposals should respect and enhance their local environment, be of a density, layout and design that is compatible with neighbouring spaces and the character of the area, design outdoor lighting schemes which have the minimum adverse impact upon residential amenity and ensure that residents living nearby are not unduly affected by noise and disturbance.

4.8 Policy GP3 of the York Development Control Local Plan is of particular relevance in the current context. This sets down a requirement for new development to incorporate crime prevention measures to achieve natural surveillance of public spaces and paths, secure locations for car and cycle parking, provide satisfactory lighting and provide CCTV where large groups of people and/or vehicles would be gathered.

4.9 Policy GP4a) of the York Development Control Local Plan is of particular relevance in the current context. This seeks that all new development should adhere strictly to sustainable principles. This would include securing a high quality design utilising materials from non-renewable sources, maximising the use of renewable energy sources to meet the energy needs of the development and maintaining and increasing the economic prosperity and diversity of the City of York.

4.10 Policy GP9 of the York Development Control Local Plan is of particular relevance in the current context. This seeks that new developments should be subject to an appropriate landscaping scheme that should be planned as an integral part of the proposals, reflect the character of the locality and surrounding development and form a long term edge to developments adjoining or in open countryside.

4.11 Policy T6 of the York Development Control Local Plan is of particular relevance in this context. This seeks that proposals for New Park and Ride facilities should be well related to the York Outer Ring Road, should not adversely affect the environment of local communities, should not significantly detract from the open character of the Green Belt or seriously prejudice the Green Belt function of the site and should be located on or close to a major radial route approaching the City.

IMPACT UPON THE OPEN CHARACTER AND PURPOSES OF DESIGNATION OF THE GREEN BELT:

4.12 PPG2 "Green Belts" and Draft Local Plan Policy GB1 identify Park and Ride developments as being inherently appropriate within the Green Belt, subject to alternative non-Green Belt locations being unsustainable and appropriate measures being taken to secure the openness of the Green Belt. The application site comprises two gently undulating agricultural fields to the south west of Upper Poppleton village

directly to the north of the Northminster Business Park and directly to the west of the Wyevale Garden Centre and associated development. The York to Harrogate Railway lies in the middle distance to the west and north west. The area of built development would be located centrally within the application site with the Terminal Building low rise incorporating a range of sustainable materials including timber walls and a sedum roof which would enable it to blend in with the adjoining landscape.

4.13 Significant areas of landscape bunding would be created along the western and southern boundaries of the site with further landscape planting along the A59 road side boundary of the site. The character of the landscape treatment of the site would be maintained between phases 1 and 2 of the development with the earth mounding to the west and the north west of the site being drawn out to accommodate the additional spaces together with additional tree planting at key visual locations within the area of the additional spaces. In view of the nature of the adjoining development, the location of the built footprint within the site and the level and nature of landscaping proposed at the site boundaries it is felt that the openness of the Green Belt would be safeguarded in relation to the proposal and the requirements of PPG 2 "Green Belts" and Draft Local Plan Policy GB1 would be complied with.

ENVIRONMENTAL IMPACT ASSESSMENT:

4.14 The Environmental Impact Assessment included consideration of biodiversity, traffic and transport, landscape and visual amenity, historic heritage, noise, air quality, water, land use and public rights of way, ground conditions, waste, and cumulative impact. Each issue is carefully considered and consultees have concurred with the conclusions set out and mitigation measures to ensure that the development has least impact locally on for example landscape, ecology and the historic environment.

BENEFITS FOR CONGESTION AND SUSTAINABILITY OF PROPOSALS.

4.15 The planning statement submitted with the proposal and more specifically the Traffic Impact Assessment outline the benefits of the proposal for the wider City. The City Centre area particularly at peak holiday periods endures very high levels of vehicle generated green house gas emissions and other related pollutants. The current proposal together with the associated proposals at Clifton Moor and Askham Bar would lead to demonstrable reductions in car generated pollution within the City Centre area. The Traffic Impact Assessment furthermore demonstrates very significant reductions in traffic congestion along the A59 corridor leading into the City Centre and along adjoining routes with consequent improvements in journey times. At the peak morning period reductions in traffic flow at times in excess of 50% along the A59 have been estimated for the period when the scheme is fully operational. The scheme along with the associated Park and Ride proposals have been adopted as firm commitment in the York Local Transport Plan and the associated Major Scheme Bid has been developed on the basis of these demonstrable benefits. Furthermore the aims of Central Government policy in relation to car borne transport outlined in PPG 13 "Transport" and Draft Local Plan Policies SP8 and GP4b) would be delivered by the development when fully operational

SUITABILITY OF THE LOCATION OF THE PROPOSAL:

4.16 Concern has been expressed by local residents in respect of the location of the proposal and other possible locations have been suggested. The area of the former Civil Service Sports Ground accessed from Boroughbridge Road has been suggested as a possible location. This would however be significantly smaller than the application site, have little available area for future expansion and possibly give rise to adverse amenity impacts upon local residents. Alternative sites have also been suggested further to the west along the A59 however this would create a disincentive to potential users of the site by reason of increased distance from the City Centre and the clear requirements of Draft Local Plan Policy T6 would not be complied with. On balance the application site by virtue of its physical relationship to Upper Poppleton village, the high degree of landscape mitigation envisaged within the site and its physical relationship to the A59 and A1237 York Outer Ring Road would secure compliance with the terms of Draft Local Plan Policy T6 .

IMPACT UPON HIGHWAY SAFETY AND THE FREE FLOW OF TRAFFIC:

4.17 Concern has been expressed by local residents in respect of potential increases in traffic congestion along the A59 Harrogate Road and adjoining side roads with "rat running" through Upper Poppleton village exacerbated by the proposed signalised junction between Northfield Lane and the A59 to control traffic entering and leaving the site. The application has been accompanied by a detailed Traffic Impact Assessment which clearly demonstrates that current levels of traffic congestion within the vicinity would be significantly reduced following implementation of the proposal. The junction between Northfield Lane and the A59 would be further modified by the addition of a left turning slip road on to the A59 and further left turning lane would be provided for traffic exiting the site directly onto the A59. Separate points of access would be provided for buses and vehicular traffic entering and egressing from the site onto Northfield Lane.

4.18 It is estimated that average queues at the A59/A1237 junction would be reduced by 950 metres in the morning peak period and by 1130 metres at the evening peak with queues at the junction of Station Road and Northfield Lane being reduced by 560 metres in the morning peak and 130 metres in the evening peak. Average delays per vehicle would be reduced by 620 and 230 seconds respectively in the morning and evening peak period. Rat running through Upper Poppleton village would also be greatly reduced as the significant reductions in queuing and delay on the approach to the A59/A1237 roundabout coupled with the reduction in the number of trips from the Harrogate direction into the City Centre would negate the benefits of diverting through Upper Poppleton to reach the Outer Ring Road. The proposed off-site highway improvements to the A59/A1237 roundabout and its approaches including the creation of a combined pedestrian and cycle underpass would similarly improve the situation.

IMPACT UPON THE LEVELS OF LIGHT AND NOISE POLLUTION IN THE SURROUNDING LANDSCAPE:

4.19 Concern has been expressed in relation to levels of additional noise and lighting associated with the proposed facility and its impact upon the amenity of the adjoining area. The application site would be lit by 25,10 metre high columns giving an average luminance of 20 lux. The light fittings would be dark skies compliant and would be switched off when the site is not in use. The nearest residential property would be some 80 metres from the site access road at the closest point and 150 metres from

the developed area of the proposal. The developed area of the proposal would be some 45 metre from the A59 at its closest point.

4.20 On balance, the level of impact from site lighting on the amenity of surrounding areas would not be significantly over and above that of neighbouring employment related uses. Noise impact arising from the proposal is again not felt to be materially significant on account of the level of traffic calming in-built into the proposed design and the substantial distances involved with noise sensitive properties.

IMPACT UPON THE RURAL AMBIENCE OF THE SURROUNDING AREA:

4.21 Concern has been expressed in respect of the impact of the proposal upon the rural ambience of the surrounding area. The application site whilst currently in agricultural use is bounded on three sides by urban fringe type development and by the Harrogate to York railway on the fourth. The built footprint of the proposed development has been located centrally within the application site with a very significant fringe of landscaping to the site boundaries. It is felt that the proposed development in the same manner as it would safeguard the openness of the Green Belt, would not have a materially harmful impact upon the ambience of the surrounding area.

IMPACT UPON RESIDENTIAL AMENITY:

4.22 Concern has been expressed that the proposal would have a materially detrimental impact upon the residential amenity of properties in Northfield Lane and Station Road in Upper Poppleton. The closest residential property in Station Road would be some 80 metres from the closest point of the application site and the nearest residential property on Northfield Lane would be over 200 metres distant from the boundary of the proposal at its closest point. In view of the location of the built development within the application site and the nature of the boundary landscaping works there would not be a material impact upon the residential amenity of properties in the vicinity.

RENEWABLE ENERGY GENERATION:

4.23 Concern has been expressed in relation to the suggested mode of renewable energy generation at the site. The proposal is for the erection of a Ropatec Wind Rotor Double Vertical Wind Turbine. This would be approximately 14.5 metres high and would be located in close proximity to the proposed Terminal Building within the Central Circulation island within the site. It is intended that the turbine would provide approximately 10% of the energy needs of the proposed facility in line with the requirements for major developments contained within the adopted Interim Planning Guidance for Sustainable Construction. There would be no material noise impact from the proposed turbine perceptible outside of the site and any visual impact would be minimised by its relatively sheltered location within the centre of the site and the extent and nature of the proposed landscaping at the site boundaries.

5.0 CONCLUSION

5.1 The Park and Ride facility is considered to be an integral part of the Council's Local Transport Strategy in seeking to reduce congestion and delay to and from the

City Centre as well as minimising pollution levels. The development of such a facility does not conflict with the purpose or principles of the site's Green Belt designation.

5.2 The facility would be constructed in two phases with 600 spaces initially with a further 650 spaces to be added in the medium term. The proposed landscape treatment would be varied accordingly with the proposed earth mounding relocated with additional tree planting in visually significant areas. The design and layout of the scheme with its associated landscaping would ensure a minimal impact upon the Green Belt's openness.

5.3 The proposal has been subject to a detailed traffic impact assessment which demonstrates that it would lead to significant reductions in queuing along the A59 and surrounding roads and would as a consequence deter rat running through Upper Poppleton village.

5.4 The site would be lit by "dark sky" compliant columns which would be turned off when not in use and any noise nuisance would be mitigated by the design and internal layout of the site. There are no residential properties in close proximity to the site and the overall impact of the development upon residential amenity is considered to be acceptable.

5.5 The scheme as a whole complies closely with Central Government Guidance in relation to PPG13 "Transport" and the requirements of Draft Local Plan Policy T6 and considering its scale has attracted relatively little objection, with the majority of consultees in support of the scheme. In view of the positive benefits arising from the development approval of the scheme is therefore recommended.

COMMITTEE TO VISIT

6.0 RECOMMENDATION: Approve

1 TIME2 Development start within three years

2 The development hereby permitted shall be carried out in accordance with the following plans:-

Drawing Refs: HE/DEC08010354/005; HE/DEC08010354/002D;
HE/DEC08010354/003 D; CBHAEM500/02 G; CBHAEM500/02 F;
HE/DEC08010354/009 A; 0862/01; 0862/02; 0862/03 Date Stamped 21st
December 2009

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

3 Notwithstanding any proposed materials specified on the approved drawings or in the application form submitted with the application, samples of the external materials to be used in the Terminal Building hereby approved shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of construction of the terminal building. The development shall be carried out using the approved materials.

Reason: So as to achieve a visually cohesive appearance.

4 Notwithstanding the application details hereby approved full details of the proposed street furniture including bins, lamp posts, benches, sign posts and cycle lockers shall be submitted to and approved in writing by the Local Planning Authority prior to their erection on site. The development shall thenceforth be undertaken in strict accordance with the details thereby approved and retained thereafter.

Reason: To safeguard the visual amenity of the site and to secure compliance with Policy GP1 of the York Development Control Local Plan.

5 No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a detailed landscape scheme (including details for the living roof of the terminal building) which shall include the species, species mixes, density (spacing), and position of trees, shrubs and other plants, means of protection from rabbits, seeding mix and sowing rate. This scheme shall be implemented within a period of six months of substantial completion of each phase of the development. Any trees or plants which within a period of five years from the implementation of the landscape scheme, 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 the Local Planning Authority otherwise agrees in writing.

Reason: So the Local Planning Authority may be satisfied with the variety, suitability and disposition of species within the entire site, since the landscape scheme is central to the amenity of the development and to secure compliance with Policy GB1 of the York Development Control Local Plan.

6 No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a detailed landscape/habitat management plan which shall make reference to the landscape scheme and include ground preparation and operational specifications for the creation and management of the various landscape types, with particular reference to the three woodland types, two species rich grasslands, scrub, grassland with bulbs and management of the existing hedge to be gapped up.

Reason : So that the Local Planning Authority may be satisfied with the suitability of the planting and habitat implementation and establishment methods which forms part of the mitigation for the development.

7 No work shall commence on site until the applicant has secured the implementation of a programme of archaeological work in accordance with the Archaeological Framework (a scheme of archaeological excavation and subsequent programme of analysis and publication involving community archaeology groups at all stages) agreed in writing with the Local Planning Authority. This programme of archaeological work shall be approved in writing by the Local Planning Authority before development commences.

Reason: The site lies in an Area of Archaeological Importance and the development may affect important archaeological deposits which must be recorded prior to destruction.

8 HWAY40 Dilapidation survey

9 HWAY31 No mud on highway during construction

10 Prior to the commencement of any works, full details shall be approved in writing by the Local Planning Authority of the design of the following access points to serve the Park and Ride site:

- i) The mini-roundabout access on to Northfield Lane providing vehicular access to the site;
- ii) The new access and egress points for bus services on to Northfield Lane;
- iii) The new egress point for vehicular traffic on to the A59.

Stage 1, 2 and 3 safety audits are also to be undertaken and submitted for approval in respect of these works.

Reason: In the interests of highway safety.

11 Prior to the commencement of any works, full details shall be agreed in writing with the Local Planning Authority of the construction of the Park and Ride facility, including cycle parking facilities, drainage, lighting, signing and lining, barrier control equipment, CCTV equipment and surfacing materials.

Reason: In the interests of highway safety.

12 Prior to the commencement of any works, a detailed method of works statement shall be submitted to and agreed in writing by the Local Planning Authority. This statement shall include the precautions to be taken to ensure the safety of the general public, the method of securing the site, access to the site and the route to be taken by vehicles transporting construction materials.

Reason: To ensure the safety and convenience of highway users

13 Prior to the commencement of any construction works, details shall be submitted to and approved in writing by the Local Planning Authority of the arrangements for maintaining the movement of traffic in the vicinity of the site, during the periods when construction work is being undertaken in relation to the provision of new access points serving the Park and Ride facility.

Reason: In the interests of highway safety

14 During the development of the site, all demolition and construction works and ancillary operations, including deliveries to and despatch from the site shall be confined to the following hours:

Monday to Friday 07:00 to 19:00

Saturday 07:00 to 13:00

Not at all on Sundays and Bank Holidays, unless the prior agreement of the Local Planning Authority has been sought and given in writing.

Reason: To secure the residential amenity of nearby properties and to secure compliance with Policy GP1 of the York Development Control Local Plan.

15 Prior to any works commencing on site, a construction environmental management plan (CEMP) shall be submitted to and approved in writing by the Local

Planning Authority. The CEMP shall identify the steps and procedures that will be implemented to minimise the creation and impact of noise, vibration and dust resulting from the site preparation, demolition, groundwork and construction phases of the development. Once approved, the CEMP shall be adhered to at all times unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard the residential amenity of nearby properties and to secure compliance with Policy GP1 of the York Development Control Local Plan.

16 In the event that unexpected contamination is found at any time when carrying out the approved development it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme must be prepared which is subject to the written approval of the Local Planning Authority. Following completion of the 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.

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.

17 The site shall be developed with separate systems of drainage for foul and surface water on and off site.

Reason: In the interest of satisfactory and sustainable drainage of the site and its surroundings.

18 No piped discharge of surface water from the application site shall take place until works to provide a satisfactory outfall for surface water have been completed in accordance with details to be submitted to and approved in writing by the Local Planning Authority before work on site commences.

Reason: To ensure that the site is properly drained and surface water is not discharged to the foul sewerage system which will prevent overloading.

19 No development shall take place until details of the proposed means of disposal of foul water drainage, including details of any balancing works and off-site works, have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the site is safely and satisfactorily drained

20 Unless otherwise approved in writing by the Local Planning Authority, no buildings shall be occupied or brought into use prior to completion of the approved foul drainage works.

Reason: To ensure that the site can be safely and satisfactorily drained.

21 Surface water from vehicle parking and hard standing areas shall be passed through an interceptor of adequate capacity prior to discharge. Roof drainage should

not be passed through any interceptor.

Reason: In the interests of safe and satisfactory drainage.

22 Notwithstanding the application details hereby approved full details of the proposed wind turbine apparatus including height, colouring, design, location and mode of connection to the National Grid shall be submitted to and approved in writing by the Local Planning Authority before work on site commences. The development shall thenceforth be undertaken in strict accordance with the details thereby approved.

Reason: To ensure that the development is undertaken in strict accordance with sustainable principles and to secure compliance with Policy GP5 of the York Development Control Local Plan.

7.0 INFORMATIVES: Notes to Applicant

1. REASON FOR APPROVAL

In the opinion of the Local Planning Authority the proposal, subject to the conditions listed above, would not cause undue harm to interests of acknowledged importance, with particular reference to impact upon the open character and purposes of designation of the York Green Belt, appropriateness of the location of the proposal, impact upon highway safety and the free flow of traffic along the A59 and adjoining roads, impact upon noise and light pollution in the surrounding landscape, impact upon the rural ambience of the surrounding area, impact upon the residential amenity of properties in Station Road and Northfield Lane Upper Poppleton and the appropriateness of the chosen means of renewable energy generation. As such the proposal complies with Policy YH9 and Y1C of The Yorkshire and Humber Plan, policies GB1, SP8, GP1, GP3, GP4a), GP9 and T6 of the City of York Development Control Local Plan and Government policy contained within Planning Policy Guidance note 2 'Green Belts'.

2. INFORMATIVE:

You are advised that prior to starting on site consent will be required from the Highway Authority for the works being proposed, under the Highways Act 1980 (unless alternatively specified under the legislation or Regulations listed below). For further information please contact the officer named:

Works in the highway - Section 171/Vehicle Crossing - Section 184 - Stuart Partington
(01904) 551361
Temporary Highway Closure

3. INFORMATIVE:

You are advised that this proposal may have an affect on Statutory Undertakers equipment. You must contact all the utilities to ascertain the location of the equipment and any requirements they might have prior to works commencing.

Contact details:

Author: Erik Matthews Development Control Officer
Tel No: 01904 551416