



## Notice of meeting of

### **West & City Centre Area Planning Sub-Committee**

**To:** Councillors Livesley (Chair), Bartlett (Vice-Chair),  
Sue Galloway, Horton, Macdonald, Reid, Simpson-Laing,  
Sunderland and B Watson

**Date:** Tuesday, 27 February 2007

**Time:** 12.00 pm

**Venue:** The Guildhall, York

### **AGENDA**

**Site visits for this meeting will commence at 11.00 am on Monday  
26 February 2007 at Memorial Gardens.**

#### **1. Declarations of Interest**

At this point Members are asked to declare any personal or prejudicial interests they may have in the business on this agenda.

#### **2. Public Participation**

It is at this point in the meeting that members of the public who have registered their wish to speak can do so. The deadline for registering is by 5pm the working day before the meeting. Members of the public can speak on specific planning applications or on other agenda items or matters within the remit of the committee.

To register please contact the Democracy Officer for the meeting, on the details at the foot of this agenda.

#### **3. Plans List**

Members will consider a schedule of reports of the Assistant Director (Planning and Sustainable Development), relating to planning applications with an outline the proposals and relevant policy considerations and the views and advice of consultees and officers.

**a) 66 Allerton Drive, York (07/00151/FUL) (Pages 3 - 10)**

Two storey pitched roof side extension following demolition of the garage, a new sunroom to the rear and a porch at the front. *[Rural West York Ward]*

**b) 25 George Hudson Street, York (07/00042/FUL) (Pages 11 - 18)**

Removal of condition 6 of planning permission 04/02949/FUL (formation of 5 retail units and 32 short stay car parking spaces) to allow unrestricted use of the new ground floor car parking spaces. *[Micklegate Ward]*

**c) McMillans, 1 Rougier Street, York (07/00152/FUL) (Pages 19 - 26)**

Variation of condition 3 of application 04/01534/FUL to extend the hours of use of the pavement cafe as an outside smoking area until 02:00 Sunday to Thursday and 03:00 on Fridays and Saturdays (existing hours 11:00 to 20:00 on all days). *[Micklegate Ward]*

**d) Dodsworth Hall, Millfield Lane, Nether Poppleton, York (07/00088/FUL) (Pages 27 - 38)**

Single storey rear extension and 4 no. Velux rooflights in the existing rear roof. *[Rural West York Ward]*

**4. Any other business which the Chair considers urgent under the Local Government Act 1972**

Democracy Officer

Name: Simon Copley

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- Email – [simon.copley@york.gov.uk](mailto:simon.copley@york.gov.uk)

For more information about any of the following please contact the Democracy Officer responsible for servicing this meeting:

- Registering to speak
- Business of the meeting
- Any special arrangements
- Copies of reports

Contact details are set out above.

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**WEST AND CITY CENTRE AREA PLANNING SUB COMMITTEE****SITE VISITS****Monday 26 February 2007****The bus will depart from Memorial Gardens at 11.00**

<b>TIME</b> <b>(Approx)</b>	<b>SITE</b>	<b>ITEM</b>
<b>11.15</b>	<b>66 Allerton Drive, Nether Poppleton</b>	<b>a</b>
<b>11.35</b>	<b>Dodsworth Hall, Millfield Lane, Nether Poppleton</b>	<b>d</b>

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**COMMITTEE REPORT**

**Committee:** West & City Centre Area    **Ward:** Rural West York  
**Date:** 27 February 2007    **Parish:** Nether Poppleton Parish Council

**Reference:** 07/00151/FUL  
**Application at:** 66 Allerton Drive York YO26 6NP  
**For:** Two storey pitched roof side extension following demolition of garage; new sunroom to rear and porch to front  
**By:** Mrs S Jackson  
**Application Type:** Full Application  
**Target Date:** 21 March 2007

**1.0 PROPOSAL**

1.1 The application is for a sunroom to the rear, porch to the front, and two storey pitched roof side extension following demolition of the existing garage.

1.2 The dwelling is a large detached property set within a suburban street. The street despite the different designs of dwelling is uniform in character mainly because of the well-defined building line and the regular spacing of the dwellings.

1.3 The application comes before committee at the request of Cllr Q. Macdonald.

**2.0 POLICY CONTEXT**

2.1 Development Plan Allocation:

City Boundary York City Boundary 0001

DC Area Teams West Area 0004

2.2 Policies:

CYGP1  
Design

CYH7  
Residential extensions

**3.0 CONSULTATIONS**

3.1 PUBLICITY DATES/PERIODS

Neighbour Notification - Expires 14/02/2007  
Site Notice - N/A

Press Advert - N/A

Internal/External Consultations - Expires 14/02/2007

8 WEEK TARGET DATE 21/03/2007

### 3.2 INTERNAL CONSULTATIONS

HIGHWAY NETWORK MANAGEMENT - Would like amended plans showing a minimum drive length of 6 metres or 5.5 metres if a non-protruding garage door is fitted

### 3.3 EXTERNAL CONSULTATIONS/REPRESENTATIONS

NETHER POPPLETON PARISH COUNCIL - No objections

#### 1 LETTER OF OBJECTION

- Neighbouring property has principal windows of dining room and sitting room facing the proposed extension would cause loss of light, overshadowing and enclosure.

### 4.0 APPRAISAL

#### 4.1 RELEVANT SITE HISTORY

06/01933/FUL - Two storey pitched roof side extension and single storey porch extension to front - Refused for the following reasons:

1. By virtue of the mass, scale and design the proposed side extension is not considered to be subservient or sympathetic to the original dwelling and therefore would be visually harmful to the dwelling and contrary Policies H7 and GP1 of the City of York Development Control Local Plan (2005), supplementary design guidance contained in the City of York's "A guide to extensions and alterations to private dwelling houses"(2001) and Design Guidelines 10 and 14 of the Poppleton Village Design Statement (2003).

2. By virtue of the mass, scale and design the proposed extension is considered to be visually harmful because of its prominence within the street scene and the negative impact on the rhythm of the street scene and contrary Policies H7 and GP1 of the City of York Development Control Local Plan (2005), supplementary design guidance contained in the City of York's "A guide to extensions and alterations to private dwelling houses"(2001) and Design Guidelines 10 and 12 of the Poppleton Village Design Statement (2003).

3. The proposed side extension by virtue of its mass and scale is considered to cause overshadowing and enclosure and would have an overbearing effect to 64 Allerton Drive which has two principal room windows facing the proposed side extension reducing the occupants existing residential amenity contrary Policies H7 and GP1 of the City of York Development Control Local Plan (2005), supplementary design guidance contained in the City of York's "A guide to extensions and alterations to private dwelling houses"(2001) and Design Guideline 12 of the Poppleton Village Design Statement (2003).



## 4.2 ADDITIONAL PLANNING POLICY

CYC Supplementary Design Guidance - A guide to extensions and alterations to private dwelling houses, 2001  
Poppleton Village Design Statement, 2003

## 4.3 KEY ISSUES

1. Visual impact on the dwelling and the area
2. Impact on neighbouring property

## 4.4 ASSESSMENT

### PLANNING POLICY

4.4.1 Policy GP1 'Design' of the City of York Development Control Local Plan includes the expectation that development proposals will, inter alia; respect or enhance the local environment; be of a density, layout, scale, mass and design that is compatible with neighbouring buildings and spaces, ensure residents living nearby are not unduly affected by noise, disturbance overlooking, overshadowing or dominated by overbearing structures, use materials appropriate to the area; avoid the loss of open spaces or other features that contribute to the landscape; incorporate appropriate landscaping and retain, enhance or create urban spaces, public views, skyline, landmarks and other features that make a significant contribution to the character of the area.

4.4.2 Policy H7 'Residential Extensions' of the City of York Development Control Local Plan sets out a list of design criteria against which proposals for house extensions are considered. The list includes the need to ensure that the design and scale are appropriate in relation to the main building; that proposals respect the character of area and spaces between dwellings; and that there should be no adverse effect on the amenity that neighbouring residents could reasonably expect to enjoy.

4.4.3 The City of York Council supplementary planning guidance - Guide to extensions and alterations to private dwelling houses states that the basic shape and size of the extension should be sympathetic to the design of the original dwelling. The scale of the new extension should not dominate the original building. Where a street has a well-defined building line it should be retained, side extension should be set back at least 0.5 metres from the front of the building. Extending forward of the building line should be avoided. Roofs should reflect the pitch and style of the existing roof that will match the main property. Windows facing neighbouring properties may affect the privacy of neighbours and in most cases not recommended. Obscure glazing should be considered for windows that face neighbours property or garden. Dormers as a general rule should not extend across more than one third of the roof span and should not dominate the existing roof. A porch extension should be of a simple design and of a size which does not dominate the front elevation. Side extensions should be sympathetically designed to appear subservient to the main dwelling. The side extension should be set back at least 0.5 metres and set down in height from the original roof ridge. It is important that the

design of side extension takes account of the height of the new building in relation to the distance from neighbouring properties.

4.4.4 The supplementary design guidance - Poppleton Village Design Statement states that the scale, design, materials etc must all be considered and be sympathetic, the scale, size and massing of extensions should harmonise with neighbouring properties and spaces. Contemporary design should complement and be in sympathy with existing building character.

## VISUAL IMPACT ON THE DWELLING AND THE AREA

4.4.5 The dwelling is a large detached house built in the 1970s set within a large plot. The site of the proposed side extension has an existing garage, between the garage and the dwelling is a covered walkway.

4.4.6 The proposed side extension would leave a gap of 1.25 metres between the extension and the side boundary with 64 Allerton Drive. The proposed side extension is set back 0.5 metres from the forward building line at first storey level but is set forward of the building line by 1.1 metres at ground floor level. The proposed side extension is 4.7 metres in width (a reduction of 0.4 metres from the previous application) compared with 7 metres in width of the original dwelling. The proposed extension is set down in height from the height of the original dwelling and set back from the building line in keeping with the CYC supplementary planning guidance. The external materials for the side extension on the front elevation at first floor level would be stone facing to match the original dwelling. The ground floor storey and side elevation would be white render, and the rear elevation would be brick.

4.4.7 By virtue of the proposed width and despite being set back at a first storey level the proposed side extension would appear large in the street scene its mass would create a large brick frontage which would not contribute positively to the character of the area and compared to the other houses in the street would look out of scale. The proposed side extension and the original dwelling by virtue of its size and mass would start to impact on the uniform character and the rhythm of the street. However the proposed side extension is in line with the CYC supplementary planning guidance and on balance the impact on the street scene is not considered harmful or significant enough to warrant refusal. There are other side extensions in the street but they are substantially smaller than what is being proposed.

## IMPACT ON NEIGHBOURING PROPERTY

4.4.8 The proposed side extension is built in line with the rear building line of the original dwelling. 64 Allerton Drive has two principal windows facing the boundary with 66 Allerton Drive, between these windows and the proposed side extension is a distance of circa 6 - 7 metres. The proposed extension is 0.4 metres further away than the original refused application which in itself makes little difference however rather than the side extension built to two storeys to the rear building line like the previous application the rear roof slopes down to 3.75 metres in height at the rear building line forming a cat-slide roof with a modest dormer which goes some way towards mitigating the impact on the neighbouring property. The proposed roof together with the increased gap between the proposed extension and the boundary

go some way to lessening the overbearing impact of the extension on the occupants of the 64 Allerton Drive. It is not considered to cause any loss of light or overshadowing by virtue of its lower height and less bulk built close to the boundary than the previous application.

4.4.9 The proposed sunroom to the rear is not considered to cause undue visual harm to the building or the area. The proposed sunroom is built close to the side boundary with 68 Allerton Drive and the plans show windows in the side elevation facing 68 Allerton Drive this could lead to a potential loss of privacy and therefore obscure glazing in the two windows facing 68 Allerton Drive could be conditioned in any approval.

## 5.0 CONCLUSION

5.1 The proposed side extension and sunroom to the rear elevation are not considered to cause undue harm to the visual amenity of the dwelling or the streetscene. The proposed side extension whilst impacting on the occupants of 64 Allerton Drive is not considered to cause significant harm to their residential amenity. Approval is recommended.

## COMMITTEE TO VISIT

**6.0 RECOMMENDATION:** Approve

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

Project No. 0515 Drawing Number 101 Revision A, received 24 January 2007;

or any plans or details subsequently agreed in writing by the Local Planning Authority as amendment to the approved plans.

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

- 2 TIME2

- 3 VISQ1

- 4 Notwithstanding the submitted plans the two ground floor windows on the side elevation of the proposed sunroom facing no. 68 Allerton Drive shall be glazed with obscured glass and shall be maintained with obscured glass thereafter.

Reason: to protect the privacy of the neighbour.

- 5 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking or re-enacting that

order) no additional windows other than those shown on the approved plans shall be constructed.

Reason: As the insertion of additional windows could have a serious impact on the privacy of neighbours and should therefore be controlled.

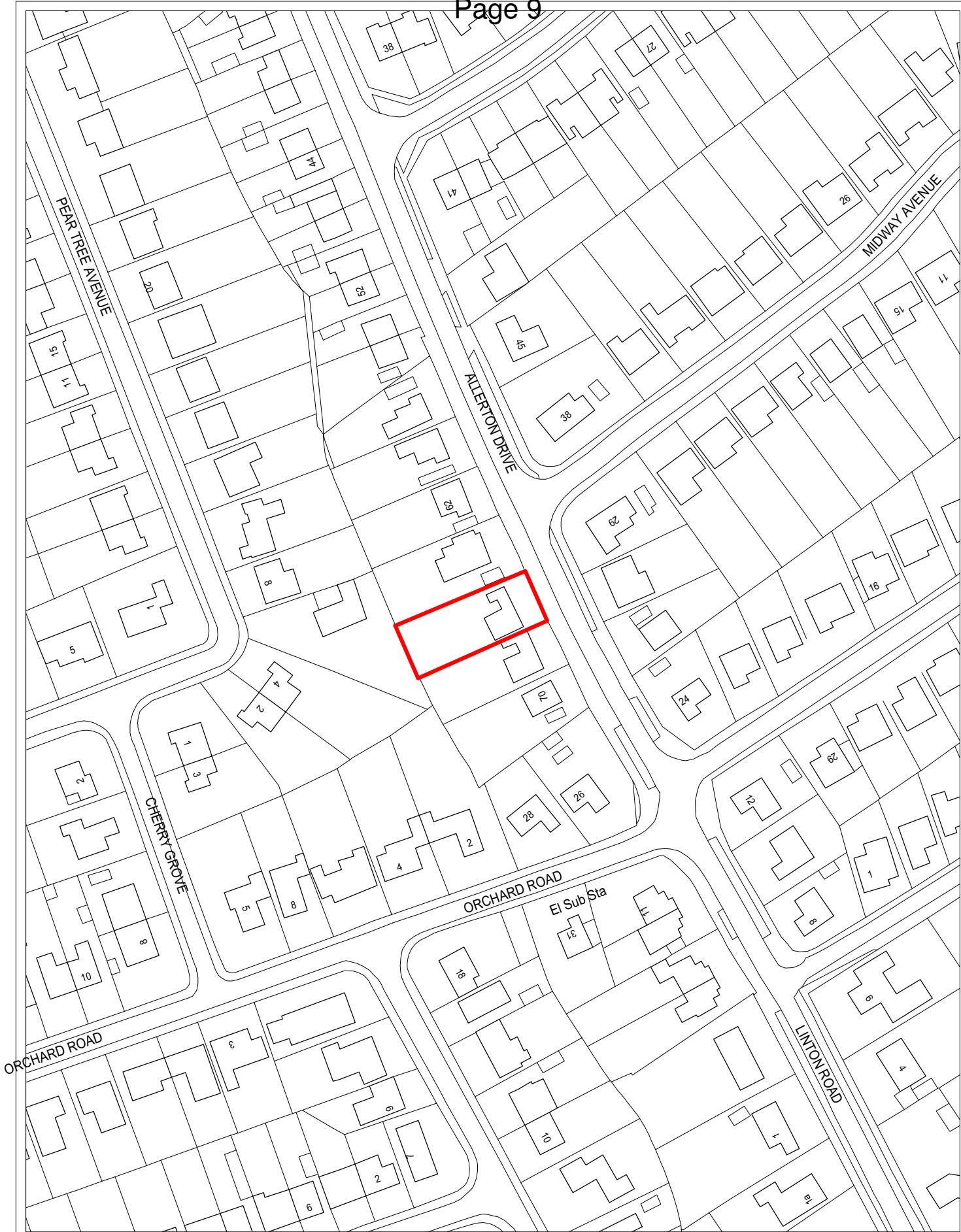
**7.0 INFORMATIVES:  
Notes to Applicant**

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 the residential amenity of the neighbours, the visual amenity of the dwelling and the locality. As such, the proposal complies with Policies H7 and GP1 of the City of York Development Control Local Plan (2005); national planning guidance contained in Planning Policy Statement 1 "Delivering Sustainable Development"; and supplementary design guidance contained in the City of York's "A guide to extensions and alterations to private dwelling houses".

**Contact details:**

**Author:** Victoria Bell Development Control Officer  
**Tel No:** 01904 551347



CITY OF  
**YORK**  
COUNCIL

Site Plan : 66 Allerton Drive Upper Poppleton



SCALE 1:1250

DRAWN BY JB

DATE 14/2/2007

Originating Group

Project

Drawing No.

Organisation

9, St. Leonards Place, York, YO1 2ET  
Telephone: 01904 613161

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York City Council LA 1000 20818

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**COMMITTEE REPORT**

**Committee:** West & City Centre Area    **Ward:** Micklegate  
**Date:** 27 February 2007                    **Parish:** Micklegate Planning Panel

**Reference:** 07/00042/FUL  
**Application at:** 25 George Hudson Street York YO1 6JL  
**For:** Removal of condition 6 of planning permission 04/02949/FUL  
 (formation of 5 retail units and 32 short stay car parking spaces)  
 to allow unrestricted use of the new ground floor car spaces  
**By:** Oakgate (Newcastle) Ltd  
**Application Type:** Full Application  
**Target Date:** 6 March 2007

**1.0 PROPOSAL**

1.1 On 8 April 2005, planning permission was granted for the refurbishment of the Tanner Row multi-storey car park, including the formation of five retail units at ground floor, the re-cladding of the entire structure, and the provision of 32 short stay parking spaces at ground floor level, to the rear of the proposed retail units. Condition 6 of the planning permission states as follows:

" The additional car parking spaces hereby approved shall be for short stay purposes only, with a maximum permitted stay of 5 hours at any one time. Details of the measures to be employed to ensure that the car parking complies with this requirement shall be submitted to and agreed in writing by the Local planning Authority prior to the development being brought into use."

The reason for the condition states: "In order to prevent the creation of additional long stay commuter parking within the city centre, in accordance with Policy T16 of the City of York Deposit Draft local Plan".

1.2 The development is now virtually complete and one of the retail units is occupied by an organic food store ("Out of this World"). An application has now been submitted for the removal of condition 6, to allow the new car parking spaces to be used for long stay parking.

**2.0 POLICY CONTEXT**

2.1 Development Plan Allocation:

Areas of Archaeological Interest City Centre Area 0006

Conservation Area Central Historic Core 0038

City Boundary York City Boundary 0001

DC Area Teams Central Area 0002

Floodzone 2 Flood Zone 2 CONF

Listed Buildings Multiple (Spatial)

2.2 Policies:

CYT14

Public car parking maintained

### **3.0 CONSULTATIONS**

#### **3.1 INTERNAL**

HIGHWAYS - It is noted that the condition referred to states: -

6. The additional car parking spaces hereby approved shall be for short stay purposes only, with a maximum permitted stay of 5 hours at any one time. Details of the measures to be employed to ensure that the car parking complies with this requirement shall be submitted to and agreed in writing by the Local Planning Authority prior to the development being brought into use.

Reason: In order to prevent the creation of additional long stay commuter parking within the city centre, in accordance with Policy T16 of the City of York Deposit Draft Local Plan.

This condition was included partially as a result of highway concerns that the use of the car park for long term parking would result in an increase in the availability of commuter parking and hence commuter traffic; it is noted that, in correspondence attached to the application, "some 20 to 27spaces" would be contracted out to a third party for that very purpose. This merely serves to confirm that the removal of the condition will lead to an increase in commuter traffic and this application should, therefore, be refused.

ENVIRONMENTAL PROTECTION - The environmental protection unit has no objections in regards to this application. However, permitting the use of parking spaces for long stay parking at a city centre location such as George Hudson Street would go against the aims and objectives of the current transport plan. The plan supports short stay parking within the city centre for access to amenities, but looks to restrict the use of the city centre parking for uses such as commuting (which require longer stay parking). This approach helps to stabilise traffic volumes and thus air quality levels in the city.

#### **3.2 EXTERNAL**

MICKLEGATE PLANNING PANEL - No objections

ADJACENT OCCUPIERS - No replies



## 4.0 APPRAISAL

### 4.1 Key Issues

- provision of long stay commuter car parking within the city centre

4.2 The site is within the Central Historic Core conservation area. However, the proposal would not result in any changes to the already approved external appearance of the building, and it is not considered that the proposal would adversely affect the character or appearance of the conservation area. Since the original application was approved, the Draft Local Plan has been amended by the Fourth Set of Changes, which were approved for development control purposes in April 2005. Although the labelling and wording of some policies have changed, the overall objectives remain the same. Policy T14a states that no additional public parking spaces will be permitted in York City Centre unless the total provision, including the new proposal, remains at or below 5,100 (Year 2002 levels). The policy states that the target level of parking will be kept under review in relation to both economic and environmental considerations (particularly city centre traffic flows). Should parking levels fall below the target level, only proposals to create short/medium stay parking spaces will be considered; proposals for long stay parking will not be acceptable. Clearly, the proposal would result in an increase in the number of long stay commuter parking spaces within the city centre, in conflict with this policy.

4.5 This policy accords with Central Government advice in Planning Policy Guidance Note 13 ("Transport") (PPG13), one of the objectives of which is to reduce the need to travel, especially by car. Paragraph 49 states: "The availability of car parking has a major influence on the means of transport people choose for their journeys. Some studies suggest that levels of car parking can be more significant than levels of public transport provision in determining means of travel (particularly for the journey to work) even for locations very well served by public transport."

4.6 In support of the application, the applicants` agent has stated the following:

- the additional parking spaces are at ground floor level, and cannot be integrated into the existing 255 public parking spaces in the multi storey car park. Access and egress to the additional spaces is separate.
- a rapid rise roller shutter door has been fitted to maintain the integrity and security of the ground floor servicing and parking area.
- Tanner Row car park has held "Safer Car Park" Award status for 4 years and during this time has enjoyed a crime free record.
- the existing car park is staffed between 6am and midnight and provides facilities for shoppers, including disabled and parent/child dedicated spaces, toilets, passenger lift and CCTV.
- to comply with condition 6 would require the security shutter to be kept open during operating hours, compromising the security and safety of the individual shop units and car park users.
- the entire parking area would no longer operate to the specification and standards required to achieve Safer Parking status.

- as a private property and investment company, we are unable to enforce a maximum 5 hour stay.
- we are unable to issue fixed penalty fines, we can merely charge for the length of stay.
- we have recently received a written request from Northern Rail who are seeking approx 20 - 27 spaces for staff who already park in York and expect the same if they move to new premises in Rougier Street.

4.7 It is accepted that security issues may arise if, in order to comply with condition 6, the car park has to be left open during operating hours. However, this has to be balanced against the policy of reducing peak hour car trips within the city, which are a major cause of congestion and environmental pollution. Indeed, Policy T16 of the Local Plan seeks to reduce the level of private commuter parking spaces in or adjacent to York City Centre through negotiation with site owners as redevelopment proposals come forward. Recent examples of the successful implementation of this policy include the Pullman bus depot (redevelopment for student accommodation) and Ogleforth (redevelopment for residential purposes). If approved, the proposal would offset some of the environmental benefits arising from the development of these private long stay car parks.

4.8 The existing multi-storey car park is staffed between 6am and midnight, and it is considered that some of the concerns regarding security could be addressed by extending this arrangement to the new car parking spaces, in addition to other measures such as high level lighting, CCTV cameras and appropriate barrier/ticketing controls. It is considered that the proposal would conflict with Policy T14a of the Draft Local Plan and with Central Government advice in PPG13, and would be likely to increase the level of car borne commuter trips into the city, increasing levels of traffic congestion and pollution. Within this central location, it is considered that more sustainable means of travel are available to commuters, and should be encouraged, such as walking, cycling, train or "park and ride". Indeed, Policy T14a states that even if parking levels fall below the "target" level, only proposals to create short/medium stay parking spaces will be considered; proposals for long stay parking will not be acceptable. It is considered, therefore, that the proposal conflicts with this policy and refusal of the application is recommended.

## **5.0 CONCLUSION**

5.1 The proposal is considered to conflict with Policy T14a of the Draft local Plan, and with Central Government advice in Planning Policy Guidance Note 13, which seek to reduce the number of car borne journeys, particularly by commuters. It is considered that alternative, more sustainable means of travel by public transport are readily available in this location, and should be encouraged as an alternative to the private car.

## **6.0 RECOMMENDATION: Refuse**

- 1 The proposal would result in an increase in the level of private commuter car parking within York City Centre, thus increasing the level of car borne journeys into the City Centre and exacerbating the existing problems of traffic congestion and pollution. Thus it is considered that the proposal would conflict

with the provisions of policy T14a of the City of York Draft Local Plan, which states as follows:

"No additional public parking spaces will be permitted in York City Centre unless the total provision, including the new proposal, remains at or below 5,100 (Year 2002 levels). The target level of parking will be kept under review in relation to both economic and environmental considerations (particularly city centre traffic flows). Should parking levels fall below the target level, only proposals to create short/medium stay parking spaces will be considered; proposals for long stay parking will not be acceptable."

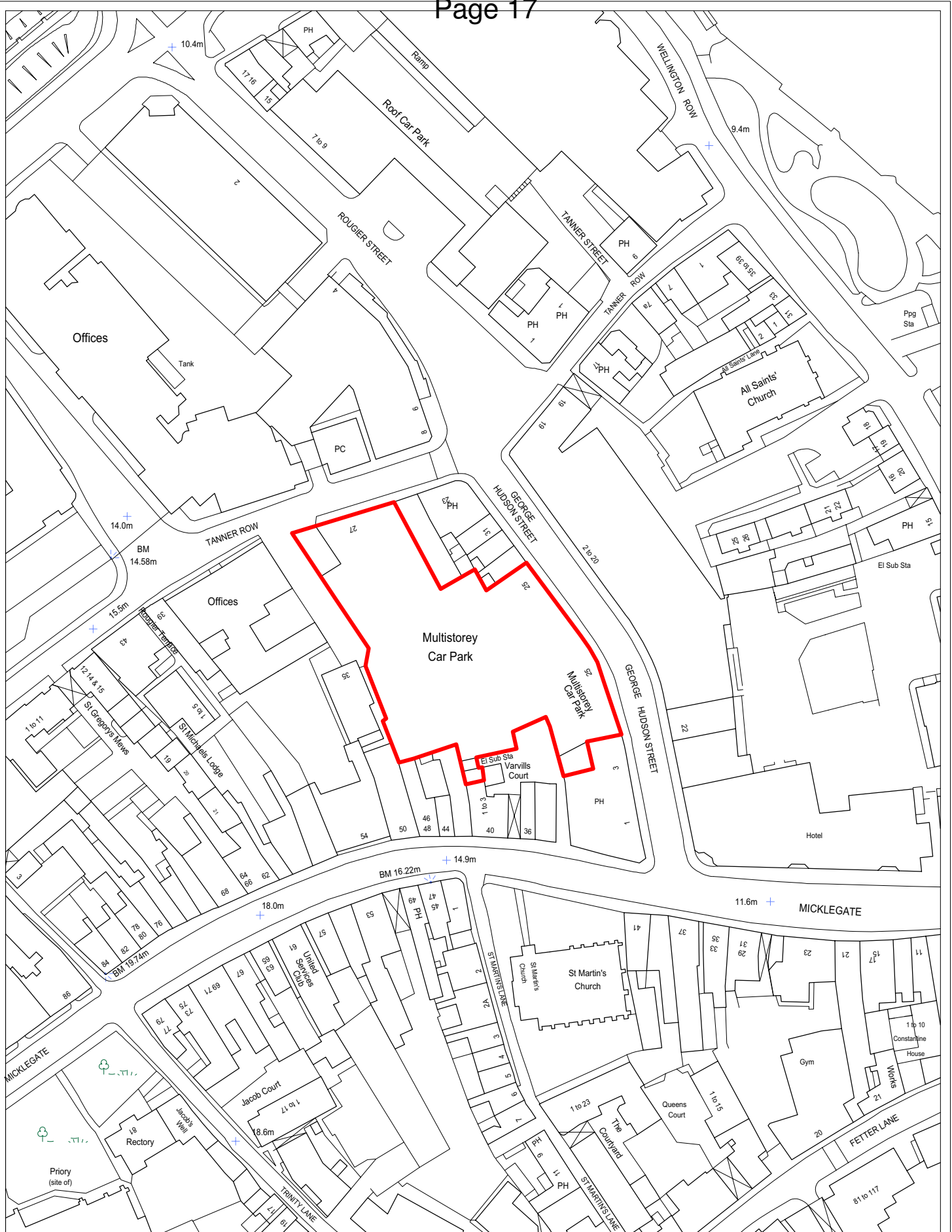
2 It is considered that the proposal would conflict with Central Government advice in Planning Policy Guidance Note 13 ("Transport"), the key objectives of which are to:

- promote more sustainable transport choices for both people and for moving freight;
- promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, and
- reduce the need to travel, especially by car.

**Contact details:**

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CITY OF  
**YORK**  
COUNCIL

9, St. Leonards Place, York, YO1 2ET  
Telephone: 01904 613161

## Site Plan : Tanner Row Car Park

SCALE 1:1250

DRAWN BY JB

DATE 14/2/2007

Originating Group

Project

Drawing No.

Organisation



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**COMMITTEE REPORT**

**Committee:** West & City Centre Area    **Ward:** Micklegate  
**Date:** 27 February 2007                    **Parish:** Micklegate Planning Panel

**Reference:** 07/00152/FUL  
**Application at:** McMillans 1 Rougier Street York YO1 6HZ  
**For:** Variation of condition 3 of application 04/01534/FUL to extend hours of use of pavement cafe as an outside smoking area until 02:00 Sunday to Thursday and 03:00 on Fridays and Saturdays (existing hours 11:00 to 20:00 on all days)  
**By:** McMillan (York) Ltd  
**Application Type:** Full Application  
**Target Date:** 21 March 2007

**1.0 PROPOSAL**

1.1 On 5 August 2004, planning permission was granted for the change of use of part of the pedestrian footway outside McMillans Bar to a pavement cafe. The approved drawing indicates that the area occupied by the pavement cafe would measure 8 metres in length by 7 metres in width at its widest point (adjacent to Tanner Row), narrowing to approximately 2.7 metres at its northern end, adjacent to an existing bus shelter. The cafe area would provide seven tables with twenty-eight "covers" and would be enclosed by rigid barriers. Condition 3 of the planning permission restricts the use of the pavement cafe to between the hours of 1100 hours and 2000 hours, the stated reason being " To protect the amenity of local residents". A further condition requires all barriers and furniture to be removed no later than 15 minutes after the permitted opening hours and stored clear of the public highway. Officers are not aware that the proposal has ever been implemented, although the consent remains valid until August 2009.

1.2 Members will be aware that new legislation that prohibits smoking in public places comes into force in July 2007, and with this in mind an application has now been submitted for a variation of condition 3 to extend the hours of use of the pavement cafe in order to create an outside smoking area. The proposed hours of use would correspond with the opening hours of the adjacent bar, i.e. until 0200 hours (on the following day) on Sundays to Thursdays and until 0300 hours on Fridays and Saturdays. The site is within the Central Historic Core conservation area and the application has been appropriately advertised.

1.3 The application is brought to the Committee at the request of Councillor B. Watson.

**2.0 POLICY CONTEXT**

2.1 Development Plan Allocation:

Areas of Archaeological Interest City Centre Area 0006

Conservation Area Central Historic Core 0038

City Boundary York City Boundary 0001

DC Area Teams Central Area 0002

Floodzone 2 Flood Zone 2 CONF

Floodzone 3 Flood Zone 3

2.2 Policies:

CYHE3

Conservation Areas

### **3.0 CONSULTATIONS**

#### 3.1 INTERNAL

HIGHWAYS - Comments awaited

URBAN DESIGN AND CONSERVATION

1. The site is within one of the principal commercial areas of the city, visible from the city walls.
2. Having a smoking area in such a public place would be harmful to the conservation area and more private areas should be found for this activity.
3. Street furniture would probably increase (litter bins etc).
4. The smoking ban in Scotland has caused amenity problems associated with noise and pollution and it has changed the character of some streets.

ENVIRONMENTAL PROTECTION - Comments awaited

#### 3.2 EXTERNAL

MICKLEGATE PLANNING PANEL - Comments awaited

POLICE ARCHITECTURAL LIAISON OFFICER - Comments awaited

ADJACENT OCCUPIERS - Comments awaited

### **4.0 APPRAISAL**

#### 4.1 Key Issues

- effect on character and appearance of the conservation area
- pedestrian safety
- impact on residential amenity through noise and disturbance
- crime and disorder



4.2 The site is within a designated conservation area (Central Historic Core) wherein the Council, when determining planning applications, is under a statutory duty to consider the desirability of preserving or enhancing the character and appearance of the area. This is reflected in Policy HE3 of the City of York Draft Local Plan, which states that proposals for development involving a change of use will only be permitted where there is no adverse effect on the character and appearance of the area. Additionally, Policy E4 of the Approved North Yorkshire structure Plan states that buildings and areas of special townscape, architectural or historic interest (e.g. conservation areas) will be afforded the strictest protection.

4.3 The practice of using the public highway outside licensed premises to accommodate pavement cafes is well established in York City Centre, where late night activity is to be expected, and is indeed generally encouraged. Planning permission for the operation of the pavement cafe outside McMillans has already been granted with a condition restricting its use beyond 2000 hours, although many pavement cafes within the City Centre operate well beyond this time. For example, a recent appeal decision relating to "Dusk" in New Street granted consent (for a temporary "trial" period of three years) for its associated pavement cafe to remain open until 0230 hours, pointing out that similar facilities at the adjacent "Starbucks" and "Blue Fly" bar also open late into the night. It is not considered that the additional opening hours proposed would adversely affect the character or appearance of the conservation area, particularly bearing in mind the significant amount of activity and pedestrian flows that already exist in the area. In addition, it is proposed that all furniture and barriers associated with the pavement cafe would be removed when not in use, a matter which could be controlled through the imposition of an appropriate condition.

4.4 It is the applicants intention to use the pavement cafe as an outside smoking area, beyond the existing permitted opening time of 2000 hours. The purpose of the new legislation is to ban smoking within enclosed work places, and staff/customers would already be permitted to smoke outside the premises once the smoking ban comes into force. However, the applicant considers that in addition to providing a better environment for smokers, the use of the pavement cafe would provide a greater degree of control and management to take place, in particular the supervised exit and re-entry of customers to the premises by door staff. It is not the intention of the applicant to allow drinks to be taken out of the premises into this area beyond the existing permitted time of 2000 hours. The Council's Licensing Section have confirmed that the use of the outside area for smoking would not require a licence; this would only be required if the sale of alcohol was involved.

4.5 It is considered unlikely that the proposal would result in any demonstrable increase in ambient noise levels, particularly bearing in mind the high levels of traffic, both vehicular and pedestrian, which already exist in the area. This was established in evidence given at the Salt and Peppers public inquiry, where a noise and footfall survey was carried out (in Tanner Row) on two consecutive Saturday evenings, one with the premises open and one with it closed. The survey demonstrated that there was very little difference in noise levels or pedestrian activity on either occasion. This is not wholly surprising, given the large number of late night premises in the area, together with the presence of a taxi rank. In addition, it should be borne in mind that staff and customers would be obliged to leave the premises (McMillans) in order to

smoke, irrespective of whether the pavement cafe was in existence or not. Thus the proposal is unlikely to attract significant additional numbers either to the individual premises or to the area in general. It is not considered, therefore, that a logical argument could be advanced to the effect that the proposal would adversely affect the amenity of local residents over and above the situation that already exists, or could exist, once the smoking ban comes into force. The original planning permission included a condition preventing the use of outdoor speakers in association with the pavement cafe, and this could be re-imposed.

4.6 The ODPM document "Safer Places" (a companion document to Planning Policy Statement 1: "Delivering Sustainable Development") states that crime prevention is capable of being a material planning consideration, and that the prevention of crime and the enhancement of community safety are matters that a local planning authority should consider when exercising its functions under planning legislation. Although the proposal would be likely to result in the increased congregation of customers outside the premises into the early hours, there is no firm evidence to suggest that the use of the pavement cafe as a smoking area would in itself result in increased levels of crime and disorder, particularly if the area is well managed and supervised by door staff at the premises. However, It is considered that the granting of planning permission for a temporary period of two years (lasting approximately 18 months after the smoking ban comes into force) would be a prudent course of action, and would enable the situation to be monitored and reviewed at the end of the period.

## 5.0 CONCLUSION

5.1 The extension of the hours of use of the pavement cafe in order to create an outside smoking area is considered to be acceptable, particularly if planning permission is granted for a temporary period of two years, thus allowing the situation to be monitored and reviewed at the end of the period.

## 6.0 RECOMMENDATION: Approve

- 1 The use hereby permitted shall not be available to customers outside the following hours:

1100 - 0200 the following day Sunday to Thursday  
1100 - 0300 the following day on Fridays and Saturdays

The use shall operate within these hours only until 28 February 2009 after which the hours of use shall revert to 1100 - 2000 on all days, unless prior to that date the consent of the Local Planning Authority has been obtained to extend the period of the permission.

Reason: So that the Local Planning Authority may assess the impact of this use upon the surrounding area.

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

Drawing number BPM/01 received on 23 January 2007

or any plans or details subsequently agreed in writing by the Local Planning Authority as amendment to the approved plans.

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

- 3 Prior to the commencement of the development hereby permitted, details of the design of the safety barriers around the pavement cafe shall be submitted and approved in writing by the Local planning authority. The development shall then be carried out in complete accordance with the approved details.

Reason: In the interests of visual amenity and the safety and rights of way of users of the public footway.

- 4 The barriers and furniture associated with the development shall be erected no sooner than 15 minutes before and shall be dismantled no later than 15 minutes after the permitted opening hours of the pavement cafe and at all other times shall be stored clear of the public highway.

Reason: In the interests of visual amenity and the safety and rights of way of users of the public footway.

- 5 No outdoor speakers shall be used at any time in association with the use hereby approved.

Reason: To protect the amenity of local residents.

## **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:

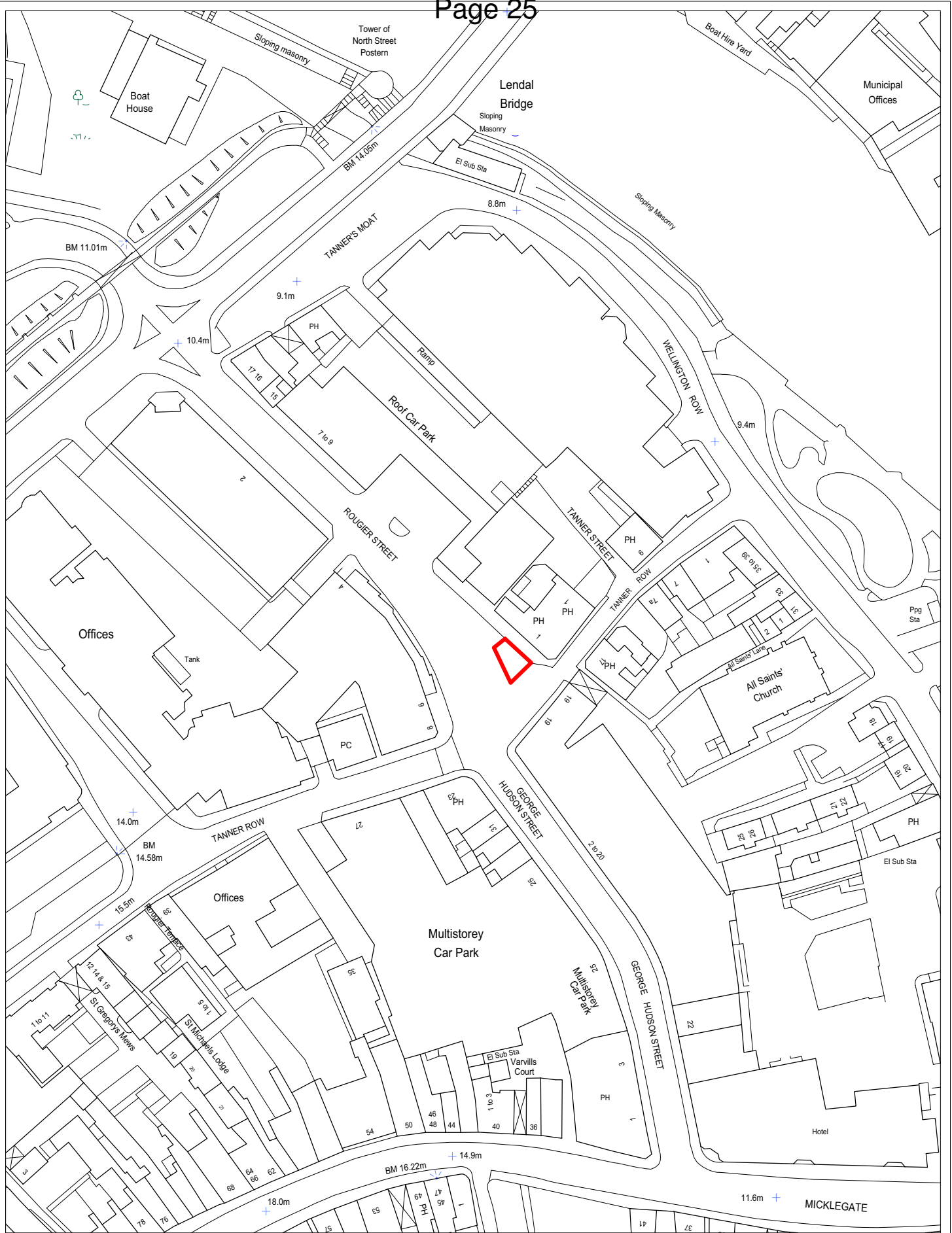
- effect on character and appearance of the conservation area
- pedestrian safety
- impact on residential amenity through noise and disturbance
- crime and disorder

As such the proposal complies with Policy E4 of the North Yorkshire County Structure Plan (Alteration No.3 Adopted 1995) and Policies HE3 of the City of York Local Plan Deposit Draft.

### **Contact details:**

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CITY OF  
**YORK**  
COUNCIL

9, St. Leonards Place, York, YO1 2ET  
Telephone: 01904 613161

## Site Plan : McMillans Rougier Street



SCALE 1:1250

DRAWN BY JB

DATE 14/2/2007

Originating Group

Project

Drawing No.

Organisation

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1.2.4 Previously a similar application was submitted on 12 October 2006. This application was withdrawn in December, due to the Council's recommendation for refusal. The application was recommended for refusal principally on design grounds, however concerns were also raised regarding parking provision and road safety.

1.2.5 The applicant has continued to carry out works and alterations to the property/site in contradiction of officer recommendation. However it is acknowledged that the majority of the works undertaken do not require planning consent.

### 1.3 HISTORY

04/04049/OUT - Erection of a new dwelling and garage after demolition of Dodsworth Hall - Refused - 07.01.2005.

Appeal APP/C2741/A/05/1182647 - Dismissed - 20.09.2005

06/02233/FUL – Single storey rear extension and vehicle access and car-parking also the insertion of rooflights – Withdrawn – 19/12/2006

1.4 This application is reported to sub committee at the request of Cllr Hopton.

## 2.0 POLICY CONTEXT

2.1 Development Plan Allocation:

City Boundary York City Boundary 0001

DC Area Teams West Area 0004

2.2 Policies:

CYGP1  
Design

CYGP9  
Landscaping

CYGP11  
Accessibility

CYT4  
Cycle parking standards

CYT5  
Traffic and pedestrian safety

## 3.0 CONSULTATIONS

3.1 INTERNAL



### 3.1.1 HIGHWAYS

3.1.2 The highways department consider it likely that many of the pupils will arrive by car, as facilities such as this one are used extensively by working parents. Highways further state that the typical time taken to 'drop off' and 'pick up' children would be approximately 10 minutes (each time). Furthermore, the 'dropping off' and 'picking up' times will coincide with morning and evening peak travel times. As a consequence highways consider this would result in a flurry of activity at these peak times which would cause traffic congestion.

3.1.3 The highways department further consider that the section of road immediately fronting the site can only accommodate the parking of 2 vehicles at any one time safely. Consequently other vehicles 'dropping off' and 'picking up' will have to park elsewhere along Millfield Lane, which, in the opinion of the highways department would cause further congestion.

3.1.4 Highways also indicate that there are other elements which would cause traffic congestion, namely;

- There are no estimates of the number of children to be catered for;
- There is no dedicated dropping off/picking up area for children;
- The site is directly opposite a bus stop and within approximately 30m of a road junction; and
- The proposed stand for 4 no. bicycles does not appear to be covered and secure.

3.1.5 Taking the above into consideration, highways consider it would be likely that parked vehicles associated with the development would therefore cause localised conditions, which would be prejudicial to road safety, disrupt the safe operation of the bus stop and the junction of Ebor Way with Millfield Lane, and also result in damage to the verges within Millfield Lane. As a consequence of the above points raised they recommend that the application should be refused.

### 3.1.6 ENVIRONMENTAL HEALTH (EPU)

3.1.7 The Environmental Protection Unit raised a number of concerns with regards to this application. These first concern related to noise disturbance to local residents whilst the demolition, construction work and deliveries occur. EPU recommend a condition restricting the hours of construction.

3.1.8 EPU also recommend, that should the application be approved, a watching brief regarding the discovery of any unsuspected contamination should also be attached.

3.1.9 Finally EPU recommended that should the application be approved an informative should be attached which encompasses noise and vibration control, operation of plant and machinery, control of pollution, minimise dust emissions and no bonfires on site.

### 3.1.10 URBAN DESIGN AND CONSERVATION SECTION (UDC)

3.1.11 The Council's Conservation Officer commented that the building is not listed and is not sited within a Conservation Area. However it does have historical merit and character. The Conservation Officer welcomed the continued use of the building and considered that the proposed alterations (original plans, not amended) did not detract from the character of the building.

3.1.12 The Council's Countryside Officer commented that a bat assessment is not required.

## 3.2 EXTERNAL.

### 3.2.1 Nether Poppleton Parish Council

3.2.2 The Parish Council raised no objection to this proposal.

### 3.2.3 Neighbours/Interested parties

3.2.4 Objections have been received from 5 neighbouring residents in connection with this scheme. The objections related to:-

- Increase in noise from activities related to the use would detrimentally impact upon adjacent neighbours residential amenity;
- Traffic movements at the rear and side of the hall are inappropriate and would further impact upon residents amenity in terms of noise and fumes, etc.;
- The applicant has included part of the hedge which belongs to an adjacent neighbour;
- The mature hedge has been removed and replaced with a fence;
- Part of the verge and footpath has been acquired by the applicant and does not belong to them;
- The rear extension should not be built to increase traffic movements;
- The use would increase traffic congestion in the area and traffic nuisance, especially near the bus stop and at peak times; and
- The fence (recently erected) will create a traffic hazard due to obscuring the view of vehicles leaving Dodsworth Hall and pedestrians using the public footpath.

## 4.0 APPRAISAL

### 4.1 POLICY

4.1.1 Draft Local Plan Policy CYGP1: states that development proposals will be expected to (i) respect or enhance the local environment, (ii) be of a density, layout, scale, mass and design that is compatible with neighbouring buildings, spaces and the character of the area using appropriate building materials; (iii) avoid the loss of open spaces, important gaps within development, vegetation, water features and other features that contribute to the quality of the local environment; (iv) retain, enhance and/or create urban spaces, public

views, skyline, landmarks and other townscape features which make a significant contribution to the character of the area, and take opportunities to reveal such features to public view; and (v) ensure that residents living nearby are not unduly affected by noise, disturbance, overlooking, overshadowing or dominated by overbearing structures.

4.1.2 Policy E4 of the North Yorkshire County Structure Plan states that buildings of special townscape, architectural or historic interest will be afforded the strictest protection

4.1.3 Poppleton Village Design Statement: aims to guide and influence the design of development in a way that preserves and enhances the character and distinctiveness of Poppleton. All developments should retain and enhance site features and should be carried out with great sensitivity, to respect its historic buildings and their settings. Grass verges should be retained. Ancient hedgerows should be identified, registered and protected. Car-parking should be concealed as far as possible and be provided within the curtilage of the building. The use of bland fencing such as interwoven and lap as a quick-fix boundary should be discouraged. Adopting more traditional boundaries such as hedging, low brick, wrought iron and post and rail should be encouraged.

4.2 The main considerations are:

- Design;
- Impact upon adjacent neighbours;
- Highways; and
- Other issues.

4.3 DESIGN:

4.3.1 Dodsworth Hall was built in 1850 and is a simple brick and slate hall with porch and modern kitchen extension to rear. The property retains its original character.

4.3.2 The design of the existing property is very simple/ plain and retains its rudimentary character of a turn of the century utilitarian building. Whilst it is noted that the property is not listed. Local plan policy GP1 requires development to retain and/or enhance landmarks and other townscape features which make a significant contribution to the character of the area. PPS1 emphasises the importance of good design and requires developers to demonstrate that they have taken into account design in their proposals and have had regard for local plan policies. The Poppleton Village Design Statement requires that development is of a scale, design which is sympathetic and also uses appropriate materials. Also policy E4 of the North Yorkshire County Structure Plan seeks buildings of special townscape, architectural or historic interest be afforded the strictest protection

4.3.2 The proposed extension previously had the appearance of a conservatory and the design did not emulate the existing single storey rear projection. However

the amended design is more sympathetic. It is also considered that the amended proposed design and materials now sympathetically retain the character of this property and consequently satisfy the aforementioned policies.

4.3.3 Previously the applicant proposed to install 8 no. rooflights in the roof of the property. 4 were to be installed in the front roof slope and 4 in the rear roof slope. This was considered excessive and the Council considered it would alter the appearance of this turn of the century property. It was negotiated to remove all rooflights from the front elevation and to retain 4 to the rear.

4.3.4 However concerns were raised by the neighbour directly to the rear of Dodsworth Hall (16 Hillcrest Avenue), that the rear rooflights would allow for overlooking and cause loss of privacy to rear rooms in her property and her rear private garden. The Council therefore negotiated that the rear rooflights should be obscurely glazed and also permanently fixed to prevent loss of privacy to no.16. However in return, it was agreed that 2 rooflights could be inserted into the front roof slope to allow for adequate levels of light and ventilation into the upper floor of the hall.

4.3.5 The proposed introduction of hard paving, if carried out in an unsympathetic manner, at the front of the property is not encouraged by the Council with regard to impact upon the visual appearance and setting of the property and the area. However it is acknowledged that the property is not located within a Conservation Area and is not listed. It is further acknowledged that some form of surfacing would need to be laid to prevent the grassed surfacing from degrading due to use by employees, customers using the nursery.

4.3.6 The final issue regarding design concerns the erection of the close boarded wooden fence to both sides and the rear of the site. The fence appears stark in contrast with the established area and Dodsworth Hall and is highly visible within the street. Whilst in isolation, it is not considered sufficient reason to refuse this application on the basis of the visual impact of the fence, it is considered appropriate to attach a condition requiring the fence to be stained a suitable colour so as to reduce it's impact within the area.

#### 4.4 IMPACT UPON ADJACENT NEIGHBOURS:

4.4.1 Objections have been received from 5 adjacent neighbours regarding loss of privacy and noise intrusion and the impact the scheme would have upon highway safety and congestion. Again it should be borne in mind that this application pertains to physical works and alterations only. Change of use permission is not required as the property already has the benefit of an 'historic' use as D1 (non-residential institutions). As a consequence of this, it is difficult to consider objections regarding loss of amenity, as the applicant only requires permission for the relatively minor extension and the other aforementioned work.

4.4.2 One could make a case, that the increase in floor area (and therefore children) could create additional intrusion to adjacent neighbours, above and

beyond that which one would reasonably expect if the property was operated as a nursery, without the introduction of these works. However, on balance, it is considered that due to the minor scale of the proposed extension, this would not create such an additional loss of amenity to adjacent neighbours so as to refuse the application on these grounds.

4.4.3 The issue of vehicular movements and highway congestion are discussed below.

### 4.5 HIGHWAYS

4.5.1 Previously the Council's highways department objected to the conversion of Dodsworth Hall to a nursery, on the grounds that further development of this property would have detrimental impact upon road safety. In particular highways objected to vehicular movements to the side and rear of Dodsworth Hall on the grounds that the internal driveways were of insufficient width to allow for the adequate movement of vehicular traffic. Such an awkward arrangement would, in the opinion of the highways department, most likely result in the need for some staff vehicles to be parked on the public highway, which would cause parking congestion. Whilst the agent confirms that the applicant no longer intends to use the rear of the hall for parking, the concern still remains regarding parking provision for staff.

4.5.2 Highways considered that, in conjunction with customers, etc 'picking up' and 'dropping off' children at the nursery and associated visitors, it is likely that parked vehicles associated with the development would cause unacceptable localised conditions, which would be prejudicial to road safety, disrupt the safe operation of the bus stop and the junction of Ebor Way with Millfield Lane, and also result in damage to the verges within Millfield Lane.

4.5.3 Whilst it is acknowledged that the development may have an impact upon highway safety, especially in terms of parking congestion, it should be borne in mind that the applicants are entitled to use the hall as a nursery without additional planning consent. Planning permission is only required for the rear single storey extension, rooflights and fencing. As a consequence, it is considered that the Council has little control over this matter in terms of applying planning conditions to regulate the use of this site/building. Planning conditions cannot be retrospectively attached to the existing building/site, in terms of controlling parking and other associated highway matters. It is considered that, in this instance, it would be inappropriate to seek control the use of the whole site through the relatively minor proposed works. In mitigation the agent states, that the applicant hopes to employ local people to work at the nursery, which would reduce parking congestion. Also a number of local residents have already enquired as to places for their children at the nursery. However both matters cannot be conditioned or controlled and are for information only.

### 4.6 OTHER ISSUES

4.6.1 Highway signs and loss of part of the public footpath

- 4.6.2 A number of residents have commented that the applicant appears to have encompassed some of the adjacent public footpath within the site confines of Dodsworth Hall. The Council's assistant Public Rights of Way Officer commented that the overall width of the footpath has not been altered by the removal of the hedge and the subsequent erection of the close boarded wooden fence.
- 4.6.3 With regards to the issue of loss of a highway sign, the Council's highways infrastructure section have been contacted with a view to installing a replacement sign. All other matters relating to alteration of the grass verge and new fence blocking visibility and creating a hazard to persons using the footpath are currently being investigated by the highways department.

## **5.0 CONCLUSION**

- 5.1 The proposed extension and other associated works, in the opinion of the Local Authority, are now acceptable in terms of design, appearance and impact upon neighbours. Whilst the Council has concerns regarding the impact of the scheme upon parking congestion in the area, it is considered that this matter cannot be controlled through planning legislation.
- 5.2 As a consequence the proposal is recommended for approval as it satisfies policies GP1, GP11 and T4 of the City of York Draft Local Plan and the Poppleton Village Design Statement.

## **COMMITTEE TO VISIT**

### **6.0 RECOMMENDATION:** Approve

- 1 The development shall be begun not later than the expiration of the three years from the date of this permission.

Reason: To ensure compliance with Sections 91 to 93 and Section 56 of the Town and Country Planning Act 1990 as amended by section 51 of the Compulsory Purchase Act 2004.

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

(1) Existing and proposed site plan, floor plans, elevation and section - drawing no. 07:02:01 - Revision A

or any plans or details subsequently agreed in writing by the Local Planning Authority as amendment to the approved plans.

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 the hereby approved details, the 4 rooflights in the rear roof slope of the property shall be glazed in obscure glass and permanently fixed

prior to the development hereby permitted being occupied and shall thereafter be so retained.

Reason: To protect the residential amenity of surrounding neighbours

- 4 Notwithstanding the hereby approved scheme, details of a paint treatment or stained finish for the fence which bounds both sides and the rear of the site shall be submitted to and approved in writing by the Local Planning Authority. The fence shall then be painted/stained in accordance with the approved details and thereafter so retained.

Reason: In the interest of minimising the visual impact of the proposed fence by painting/treating/coating it in a colour that would blend with its surroundings.

- 5 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 shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development. The development shall be carried out using the approved materials.

Reason: So as to achieve a visually cohesive appearance.

- 6 All demolition and construction works and ancillary operations, including deliveries to and dispatch from the site shall be confined to 08:00 to 18:00 Monday to Fridays, 09:00 to 13:00 Saturdays and no works at all shall be carried out on Sundays and Bank Holidays.

Reason: To protect the amenity of local residents during the construction of the development.

- 7 Any suspect contaminated materials detected during site works shall be reported to the local planning authority. Any remediation for this contamination shall be agreed with the local planning authority and fully implemented prior to any further development of the site.

Reason: To protect the health of the occupants.

- 8 Prior to the development commencing details of the cycle parking areas, including means of enclosure, shall be submitted to and approved in writing by the Local Planning Authority. The building shall not be occupied until the cycle parking areas and means of enclosure have been provided within the site in accordance with such approved details, and these areas shall not be used for any purpose other than the parking of cycles.

Reason: To promote use of cycles thereby reducing congestion on the adjacent roads and in the interests of the amenity of neighbours.

**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 amenity of neighbouring dwellings and impact upon the area . As such the proposal complies with Policies CYGP1 and GP11 of the City of York Local Plan Deposit Draft.

2. Control of Pollution

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.

The developer's attention should be drawn to the various requirements for the control of noise on construction sites laid down in the Control of Pollution Act 1974. In order to ensure that residents are not adversely affected by air pollution and noise, the following guidance should be attached to any planning approval:

- (a) The work shall be carried out in such a manner so as to comply with the general recommendations of British Standards BS 5228: Part 1: 1997, a code of practice for "Noise and Vibration Control on Construction and Open Sites" and in particular Section 10 of Part 1 of the code entitled "Control of noise and vibration".
- (b) All plant and machinery to be operated, sited and maintained in order to minimise disturbance. All items of machinery powered by internal combustion engines must be properly silenced and/or fitted with effective and well-maintained mufflers in accordance with manufacturers instructions.
- (c) The best practicable means, as defined by Section 72 of the Control of Pollution Act 1974, shall be employed at all times, in order to minimise noise emissions.
- (d) All reasonable measures shall be employed in order to control and minimise dust emissions, including sheeting of vehicles and use of water for dust suppression.
- (e) Any asbestos containing materials shall be removed by licensed contractors to a licensed disposal site.
- (f) There shall be no bonfires on the site.

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CITY OF  
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DODSWORTH HALL, MILLFIELD LANE - 07/00088/FUL



SCALE 1:1250  
Originating Group

DRAWN BY PSL  
Project

DATE 15/2/2007  
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