



**Notice of a public meeting of
Planning Committee**

To: Councillors Cullwick (Chair), Pavlovic (Vice-Chair), Ayre, Barker, D'Agorne, Daubeney, Doughty, Douglas, Fenton, Fitzpatrick, Hollyer, Kilbane, Perrett, Warters and Widdowson

Date: Thursday, 14 November 2019

Time: 4.30 pm

Venue: The George Hudson Board Room - 1st Floor West Offices (F045)

AGENDA

Site Visits

Please note that there will be no mini-bus for Members for this site visit – please meet at the terminal building at the site at 10.00am on Tuesday 12 November 2019

1. Declarations of Interest

At this point in the meeting, Members are asked to declare:

- any personal interests not included on the Register of Interests
- any prejudicial interests or
- any disclosable pecuniary interests

which they may have in respect of business on this agenda.

2. Minutes (Pages 5 - 14)

To approve and sign the minutes of the last meeting of the Planning Committee held on 17 October 2019.

3. 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 **5:00pm on Wednesday 13 November 2019**. 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.

Filming or Recording Meetings

Please note that, subject to available resources, this meeting will be filmed and webcast, or recorded, including any registered public speakers who have given their permission. This broadcast can be viewed at <http://www.york.gov.uk/webcasts>.

Residents are welcome to photograph, film or record Councillors and Officers at all meetings open to the press and public. This includes the use of social media reporting e.g. tweeting. Anyone wishing to film, record or take photos at any public meeting should contact the Democracy Officer (whose contact details are at the foot of this agenda) in advance of the meeting.

The Council's protocol on Webcasting, Filming & Recording of Meetings ensures that these practices are carried out in a manner both respectful to the conduct of the meeting and all those present. It can be viewed at http://www.york.gov.uk/download/downloads/id/11406/protocol_for_webcasting_filming_and_recording_of_council_meetings_20160809.pdf

4. Plans List

This item invites Members to determine the following planning applications:

a) Whitehall Grange, Wigginton Road, York [19/00855/REMM] (Pages 15 - 24)

Approval of reserved matters (appearance and landscaping of the approved office building and security gatehouse) in relation to use of land as car storage facility, erection of office building and associated infrastructure [Rawcliffe And Clifton Without Ward]

b) Poppleton Bar Park And Ride, Northfield Lane, Upper Poppleton, York [19/01754/GRG3] (Pages 25 - 40)

Erection of canopy shelter for the installation of 8 ultra rapid charging hubs and 5 fast dual charging units for electric vehicles, solar photovoltaic (PV) modules mounted on canopies (maximum height 5.1m) over existing parking bays and charging units, battery storage unit with associated transformer and control unit, a 2.4 metre high security fence [Rural West York Ward] [Site Visit]

5. Urgent Business

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

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 and
- For receiving reports in other formats

Contact details are set out above.

This information can be provided in your own language.

我們也用您們的語言提供這個信息 (Cantonese)

এই তথ্য আপনার নিজের ভাষায় দেয়া যেতে পারে। (Bengali)

Ta informacja może być dostarczona w twoim własnym języku. (Polish)

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

یہ معلومات آپ کی اپنی زبان (بولی) میں بھی مہیا کی جاسکتی ہیں۔ (Urdu)

 **(01904) 551550**

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Abbreviations commonly used in Planning Reports

(in alphabetical order)

AOD	above ordnance datum
BREEAM	building research establishment environmental assessment method
BS	British standard
CA	conservation area
CIL	Community Infrastructure Levy (Regulations)
CEMP	construction environmental management plan
CYC	City of York Council
DCLP	Draft Development Control Local Plan 2005
DCSD	Design Conservation and Sustainable Development team
dB	decibels
DEFRA	Department for Environment, Food and Rural Affairs
EA	Environment Agency
EDS	ecological design strategy
EIA	environmental impact assessment
EPU	Environment Protection Unit
FRA	flood risk assessment
FTE	full time equivalent
FULM	major full application
GCN	great crested newts
HGV	heavy goods vehicle
IDB	internal drainage board
IPS	interim planning statement
LBC	listed building consent
LGV	large goods vehicle
LPA	local planning authority
NERC	Natural Environment and Rural Communities Act (2006)
NHBC	National House Building Council

NPPF	National Planning Policy Framework
NPPG	National Planning Practice Guidance
OAN	objectively assessed need
OUTM	major outline application
PROW	public right of way
RAM	reasonable avoidance measures
RTV	remedial target value
RSS	Regional Spatial Strategy
SHMA	Strategic Housing Market Assessment
SINC	Site of Interest for Nature Conservation
SHLAA	Strategic Housing Land Availability Assessment
SFRA	Strategic Flood Risk Assessment
SPD	Supplementary Planning Document
TPO	tree preservation order
TRO	Traffic Regulation Order
VDS	village design statement
WSI	written scheme of investigation
VAS	vehicle activated signage
VOA	Valuation Office Agency
WHO	World Health Organisation

PLANNING COMMITTEE

SITE VISITS

Tuesday 12 November 2019

There will be no mini-bus for Members for this site visit – please meet at the terminal building at the site

TIME	SITE	ITEM
(Approx)		
10.00am	Poppleton Bar Park And Ride, Northfield Lane Upper Poppleton	4b

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City of York Council

Committee Minutes

Meeting	Planning Committee
Date	17 October 2019
Present	Councillors Cullwick (Chair), Pavlovic (Vice-Chair), Ayre, D'Agorne, Daubeney, Doughty, Fenton, Fitzpatrick, Hollyer, Kilbane, Perrett, Warters, Widdowson, Fisher (Substitute) and Melly (Substitute)
Apologies	Councillors Barker and Douglas

21. **Declarations of Interest**

Members were asked to declare, at this point in the meeting, any personal interests not included on the Register of Interests, or any prejudicial or disclosable pecuniary interests they might have in respect of business on the agenda.

Cllr Doughty declared a personal interest in Agenda Item 4a (Frederick House, Fulford Road) because he had sought clarification from officers on boundary and Green Belt issues as mentioned in the report.

Cllr D'Agorne wished to place on record that he had attended a ward committee meeting at which residents had spoken on the withdrawn application 18/02797/FULM referred to in Item 4a.

Cllr Fisher declared a personal interest in Agenda Item 4b (The Gardens, Malton Road) as his son ran a business in the vicinity, though not on the site of the application.

22. **Minutes**

Resolved: That the minutes of the meeting held on 12 September 2019 be approved and then signed by the Chair as a correct record.

23. **Public Participation**

It was reported that there had been one registration to speak at the meeting under the Council's Public Participation Scheme on a matter not directly related to the Plans List at Agenda Item 4.

Dr Mick Phythian spoke in relation to the minutes of the last meeting (Agenda Item 2), objecting to the wording in the decision notice of the additional condition referred to in Minute 20a (Clifton Ings Flood Alleviation Barrier).

24. Plans List

Members considered a schedule of reports of the Assistant Director, Planning and Public Protection, relating to the following planning applications, outlining the proposals and relevant policy considerations and setting out the views of consultees and officers.

**24a Frederick House, Fulford Road, York, YO10 4EG
[19/00603/FULM]**

Members considered a major full application by Summix FHY Development Ltd. to erect 6 purpose-built 4-story student accommodation buildings (providing 368 bedrooms), associated change of use of, and alterations to, the existing 'Guard House' building to multi-amenity use associated with the accommodation, construction of an energy / plant facility, car and cycle parking, refuse / recycling storage, and landscaping (re-submission of withdrawn application 18/02797/FULM).

Officers provided an update at the meeting in relation to:

- The distance of the northern elevations of the proposed accommodation blocks from dwellings on Kilburn Road;
- Further objections made by local residents after publication of the report;
- A request by Highways to include funds for a Travel Plan Officer in the Section 106 agreement
- proposed amendments to conditions 3, 4, 5, 8, 10, 12 and 18 in the report.

Cllr D Taylor commented as a Ward Member for Fishergate. He expressed concerns about the height of the development, proposed access to the site and parking arrangements.

Angela Johnson spoke in objection to the application, on behalf of Low Moor Allotments. She highlighted the unsuitability of the path through the allotments as an access route to the site.

Mr Hopwood spoke on behalf of elderly relatives who lived directly behind Frederick House. He objected on the grounds of noise, light pollution, loss of privacy and car parking issues.

Written representations were received from:

- C J Marshall, urging refusal of the application, or deferral to find an acceptable solution to the southern exit to the site.
- Paula Smith, asking how developer contributions to Respark permits would work in Edgeware Rd., a private road.

Stuart Black, representing the Applicant, spoke in support of the application.

Members questioned speakers and officers on the matters raised and, during the lengthy debate that followed, Cllr Fenton moved, and Cllr Widdowson later seconded, that the application be deferred. Cllr Warters then moved, and Cllr D'Agorne later seconded, that the application be refused.

The Chair called a 5 minute adjournment at this point in order to take advice. Cllr Fenton's motion was then put to the vote and declared carried unanimously and it was

Resolved: That the application be deferred for further investigation of revisions to cycle access, sustainability measures, car parking restrictions, design, and impact on neighbouring properties.

Reason: To enable the concerns raised by Members and local residents to be addressed before the application is re-considered.

24b The Gardens, Malton Road, Stockton On The Forest, York [18/01128/FULM]

Members considered a major full application by Malton Road Developments Ltd. to erect employment units for B2 use following demolition of existing buildings, together with alterations to existing access and associated car parking and landscaping.

Officers provided an update at the meeting in relation to:

- amendments to paragraphs 1.5 and 4.43 of the report;

- further matters raised by Highways England, and proposed amendments to Conditions 13 and 14 in the report to address these;
- proposed additional conditions relating to drainage and a Construction Environmental Management Plan (CEMP).

Eamonn Keogh, the applicant's agent, spoke in support of the application.

With the consent of the Chair, representations were also heard from the following speakers:

- Alan Bell expressed concerns about the safety of the proposed new access arrangements, proximity to existing dwellings and security issues.
- Elaine Drummond raised concerns about the dumping of asbestos waste following demolition of a previous building on the site.

Following questions to officers and the applicant's agent and after debate, it was

Resolved: That the application be approved, subject to the conditions listed in the report and following amended and additional conditions:

Amended Condition 13

Prior to commencement of development, detailed design for the stopping up of the northern access subject to a full Road Safety Audit (RSA) shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be brought into use until the approved details for the stopping up have been implemented.

Reason: In the interests of highway safety, as the proposed development takes access directly from the A64.

Amended Condition 14

Prior to the commencement of development, detailed designs for a single southern access subject to a full Road Safety Audit (RSA) shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be

brought into use until the approved details for the single southern access have been implemented.

Reason: In the interests of highway safety, as the proposed development takes access directly from the A64.

Additional Condition 1

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

Design considerations.

The developer's attention is drawn to Requirement H3 of the Building Regulations 2000 with regards to hierarchy for surface water dispersal and the use of Sustainable Drainage Systems (SuD's).

Consideration should be given to discharge to soakaway, infiltration system and watercourse in that priority order. Surface water discharge to the existing public sewer network must only be as a last resort therefore sufficient evidence should be provided i.e. witnessed by CYC infiltration tests to BRE Digest 365 to discount the use of SuD's.

If the proposed method of surface water disposal is via soakaways, these should be shown to work through an appropriate assessment carried out under BRE Digest 365, (preferably carried out in winter), to prove that the ground has sufficient capacity to accept surface water discharge, and to prevent flooding of the surrounding land and the site itself.

City of York Council's Flood Risk Management Team should witness the BRE Digest 365 test.

If SuDs methods can be proven to be unsuitable then In accordance with City of York Councils City of York Councils Sustainable Drainage Systems Guidance for Developers (August 2018) and in agreement with the Environment Agency and the

York Consortium of Internal Drainage Boards, peak run-off from Brownfield developments must be attenuated to 70% of the existing rate (based on 140 l/s/ha of proven by way of CCTV drainage survey connected impermeable areas). Storage volume calculations, using computer modelling, must accommodate a 1:30 year storm with no surface flooding, along with no internal flooding of buildings or surface run-off from the site in a 1:100 year storm. Proposed areas within the model must also include an additional 30% allowance for climate change. The modelling must use a range of storm durations, with both summer and winter profiles, to find the worst-case volume required.

If existing connected impermeable areas not proven then Greenfield sites are to limit the discharge rate to the pre developed run off rate. The pre development run off rate should be calculated using either IOH 124 or FEH methods (depending on catchment size).

Where calculated runoff rates are not available the widely used 1.4l/s/ha rate can be used as a proxy, however, if the developer can demonstrate that the existing site discharges more than 1.4l/s/ha a higher existing runoff rate may be agreed and used as the discharge limit for the proposed development. If discharge to public sewer is required, and all alternatives have been discounted, the receiving public sewer may not have adequate capacity and it is recommend discussing discharge rate with Yorkshire Water Services Ltd at an early stage.

The applicant should provide a topographical survey showing the existing and proposed ground and finished floor levels to ordnance datum for the site and adjacent properties. The development should not be raised above the level of the adjacent land, to prevent runoff from the site affecting nearby properties.

Details of the future management and maintenance of the proposed drainage scheme shall be provided.

Reason: So that the Local Planning Authority may be satisfied with these details for the proper and sustainable drainage of the site.

Additional Condition 2

Prior to commencement of the development, a Construction Environmental Management Plan (CEMP) for minimising the creation of noise, vibration, dust and lighting during the site preparation and construction phases of the development shall be submitted to and approved in writing by the Local Planning Authority. All works on site shall be undertaken in accordance with the approved scheme, unless otherwise agreed in writing by the Local Planning Authority.

Note: The CEMP is required to demonstrate how the impact of site preparation and construction will be minimised to habitats and watercourse.

NOTE: For noise details on hours of construction, deliveries, types of machinery to be used, use of quieter/silenced machinery, use of acoustic barriers, prefabrication off site etc, should be detailed within the CEMP. Where particularly noisy activities are expected to take place then details should be provided on how they intend to lessen the impact i.e. by limiting especially noisy events to no more than 2 hours in duration. Details of any monitoring may also be required, in certain situations, including the location of positions, recording of results and identification of mitigation measures required.

For vibration: Details should be provided on any activities which may result in excessive vibration, e.g. piling, and details of monitoring to be carried out. Locations of monitoring positions should also be provided along with details of standards used for determining the acceptability of any vibration undertaken. In the event that excess vibration occurs then details should be provided on how the developer will deal with this, i.e. substitution of driven pile foundations with auger pile foundations. Ideally all monitoring results should be recorded and

include what was found and mitigation measures employed (if any).

For dust: Details should be provided on measures the developer will use to minimise dust blow off from site, i.e. wheel washers, road sweepers, storage of materials and stock piles, use of barriers, use of water bowsers and spraying, location of stockpiles and position on site. In addition I would anticipate that details would be provided of proactive monitoring to be carried out by the developer to monitor levels of dust to ensure that the necessary mitigation measures are employed prior to there being any dust complaints. Ideally all monitoring results should be measured at least twice a day and result recorded of what was found, weather conditions and mitigation measures employed (if any).

For lighting: Details should be provided on artificial lighting to be provided on site, along with details of measures which will be used to minimise impact, such as restrictions in hours of operation, location and angling of lighting.

In addition to the above I would also expect the CEMP to provide a complaints procedure, so that in the event of any complaint from a member of the public about noise, dust, vibration or lighting the site manager has a clear understanding of how to respond to complaints received. The procedure should detail how a contact number will be advertised to the public, what will happen once a complaint had been received (i.e. investigation), any monitoring to be carried out, how they intend to update the complainant, and what will happen in the event that the complaint is not resolved.

Reason: In order that the amenity of the area, adjoining land uses and local habitats and watercourses are protected.

Additional Condition 3

landscaping (including possibility of tree planting by A64)

- Reasons:
- (i) There have been substantial amendments to the application scheme since the initial submission. This includes the removal of a landscaping embankment and reducing the number of units/buildings to 6 additional B2 units (provided in two separate buildings). The application also involves landscaping in the form of a tree belt and surface water drainage attenuation pond, as well as the realignment of the internal access roads and alterations to the access including the stopping up of the northern access off the A64 and a continuation of the grass verge.
 - (ii) The application site is located within the general extent of the York Green Belt. National planning policy (para. 145) states that the construction of new building in the Green Belt should be regarded as inappropriate unless it falls within one of the exceptions. It is considered that the buildings comprising 1596sqm for B2 use represent limited infilling of previously developed land and due to their size, scale, form and position within the site would not have a greater impact on the openness of the Green Belt than the existing development. The proposal is therefore considered to fall within the exception in paragraph 145g) of the NPPF and is considered to be appropriate development in the Green Belt.
 - (iii) The other engineering operations presented in this application, namely the surface water attenuation pond, is considered to preserve the openness of the green belt and to not conflict with the purposes of including land within it. Therefore it does not constitute inappropriate development by virtue of paragraph 146b) of the NPPF.
 - (iv) While concerns have been expressed in respect to the stopping up of an access off the A64, this is outside the jurisdiction of the Local Highways Authority and the A64 trunk road is the responsibility of Highways England who have not raised any objections to the alterations of the access arrangements.

(v) The scheme, following substantial revisions and subject to appropriate conditions, is considered acceptable in terms of visual and landscape impact, residential amenity, design, ecology and in respect to other environmental considerations.

(vi) As such, the proposal is considered to accord with national guidance in the NPPF and the Draft Development Control Local Plan policies subject to conditions.

Cllr C Cullwick, Chair

[The meeting started at 4.30 pm and finished at 7.35 pm].

COMMITTEE REPORT

Date: 14 November 2019 **Ward:** Rawcliffe And Clifton Without

Team: West Area **Parish:** Clifton Without Parish Council

Reference: 19/00855/REMM

Application at: Whitehall Grange Wigginton Road York YO32 2RJ

For: Approval of reserved matters (appearance and landscaping of the approved office building and security gatehouse) in relation to use of land as car storage facility, erection of office building and associated infrastructure.

By: Autohorn Fleet Services

Application Type: Major Reserved Matters Application (13w)

Target Date: 20 November 2019

Recommendation: Approve

1.0 PROPOSAL

1.1 Approval of two reserved matters (appearance and landscaping) of planning permission 18/01110/OUTM for use of land as a car storage facility for up to 2000 cars. The consent includes the erection of a 2-storey office building at the north-west corner of the site, a gatehouse and associated infrastructure. The consent is a hybrid in that it granted:

- i. full planning permission for the change of use of the 10ha site to a car storage facility, alterations to an existing access from Wigginton Road, the laying out of car parking across most of the site and the construction of other associated infrastructure;
- ii. outline planning permission for the 2-storey office building and the security gatehouse. Condition 2 of the approval specifies the reserved matters as being the appearance and landscaping of the approved office building and security gatehouse, including a schedule of all external materials.

1.2 The office building would have two storeys and measure approximately 80m x 29m x 10m to the highest point of a serrated parapet roof. Main external materials would be brickwork for the walls and powder-coated aluminium for the windows/doors. The footprint of the security gatehouse would measure approximately 6m x 6m rising to approximately 3.4m at the apex of a pyramidal roof. External materials would be brickwork and zinc cladding.

1.3 The landscaping proposals for the office building would mainly comprise small native trees and shrubs within the staff parking area and outdoor amenity space for staff including a shelter, herbaceous planting, seating and picnic tables.

1.4 The applicant is a business that specialises in car rental, vehicle leasing and contract hire services. Its headquarters and principal car storage areas are at Leeman Road (York Central). The company is required to vacate its current premises and intends to relocate to the application site.

2.0 POLICY CONTEXT

2.1 Development Plan Allocation:

The site lies within the general extent of the Green Belt as defined in the saved policies of the Regional Spatial Strategy (RSS). In the emerging Local Plan the site falls within a strategic employment allocation, ST37.

2.2 City of York Publication Draft Local Plan (2018):

D2 – Landscape and Setting

2.3 City of York Development Control Draft Local Plan (2005):

GP1 - Design

GP9 - Landscape

3.0 CONSULTATIONS

INTERNAL

Design, Conservation and Sustainable Development (Landscape)

3.1 I note the addition of a few larger tree species to the tree mix across the application site, as requested. The hedges, trees and swales along the roadside verges are the key components of the landscape of this development, along with two areas of mounding covered with a wildflower mix. In recognition of the swales as a landscape feature that positively contribute to the amenity of the development, they should be sown with a species-rich grassland and managed accordingly. The plastic reinforcement across the entire car storage area is acceptable.

Highway Network Management

3.2 Details of cycle storage are acceptable. Access to the cycle store would benefit from a separate cycle lane/route through the car park but as this is not to become adopted highway it is a matter for the applicant. The 160 staff car parking is sufficient for the 200 estimated employees but the new design could accommodate a higher number of staff, possibly up to 400, in which case the 160 spaces would be insufficient. We would want to ensure that the applicant/occupier allocates spaces from the commercial operations to staff parking to ensure that staff do not park outside the site. This should be secured through a condition. At outline

stage, there were discussions between the applicant and CYC highways officers to secure a private pedestrian/cycle access to Clifton Moor for staff based at the building. I would expect this to be addressed through the Full Travel Plan which will need to be submitted before occupation (Condition 9 of the hybrid consent).

EXTERNAL

Clifton Without Parish Council

3.3 Objection. Inappropriate use of land, not currently designated for employment.

Yorkshire Water

3.4 No comments to make.

York Civic Trust

3.5 The trust withdraws its initial objection to the application because the blast dispersal pen that was going to be removed will now be retained.

Neighbour Notification and Publicity

3.6 No responses received.

4.0 APPRAISAL

4.1 KEY ISSUES

Visual appearance
Landscaping
Access and parking

POLICY CONTEXT

4.2 In the absence of a formally adopted local plan the most up-to date representation of key relevant policy is the National Planning Policy Framework (NPPF). It is against this Framework that the application should principally be addressed. Paragraph 38 states that local planning authorities should work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

4.3 The Publication Draft Local Plan 2018 ('the emerging plan') was submitted for examination on 25 May 2018. The policies of the plan can be afforded limited weight at this stage of preparation and subject to their conformity with the NPPF.

The evidence base underpinning the plan is capable of being a material consideration in the determination of planning applications.

4.4 The development plan policies relevant to this application are the saved policies of the Regional Spatial Strategy (RSS) relating to the general extent of the York Green Belt. The application site lies within that general extent.

4.5 The City of York Draft Local Plan Incorporating the Fourth Set of Changes was approved for development management purposes in April 2005. It does not form part of the statutory development plan for the purposes of s.38(6) and its policies carry very limited weight.

APPLICATION SITE

4.6 Predominantly grazing land with a house and storage buildings occupying part of the site. Remnants of a WWII airfield, including part of the runway and a dispersal pen, are still evident. The whole of the base is within flood zone 1 and occupies approximately 10ha. To the north is ROKO Health Club. To the east is Wigginton Road with agricultural land beyond. To the south is a golf range and to the west is a business park. The site lies within the green wedge between is outside the settlement limit of York and is in the general extent of the Green Belt.

VISUAL APPEARANCE

4.7 Paragraph 127 (Achieving well-designed places) of the NPPF states that, among other things, planning decisions should ensure that developments are visually attractive as a result of good architecture, layout and appropriate and effective landscaping. Policy D2 (Landscape and Setting) of the emerging plan encourages development proposals that, among other things, conserve and enhance landscape quality and character and create a comfortable association between the built and natural environment.

4.8 Condition 31 of the planning permission restricts the size of the office building to no more than 80m in length, 29m in depth and 11.3m in height. The dimensions of the proposed office building comply with these parameters.

4.9 The hybrid application showed an indicative office building with a large curved roof plate supporting a green roof. In the reserved matters application this has been replaced by a serrated roof with banks of photovoltaic panels on the south pitches of north lights. Although the proposals for the building no longer include a green roof the design gives the building good sustainability credentials that assist with its operation.

4.10 Main materials would comprise light-grey variegated facing bricks and powder-coated aluminium windows/doors. The light-grey variation of the brickwork would

help the building recede into its setting at the rear of the site, i.e. the backdrop of the Clifton Moor business park.

4.11 Condition 31 of the planning permission states that the security gatehouse shall be single-storey and shall not exceed 40sqm in area. The proposed building complies with these criteria. Main external materials would be facing brickwork for the walls and zinc cladding for the roof. The design and appearance of the building are acceptable.

4.12 At the side of the office building would be a combined refuse store, cycle store and sub-station. Condition 6 of the planning consent requires details of the cycle parking areas, including means of enclosure to be submitted for approval. The store would be single-storey and be clad in variegated brickwork to match the office building. The low-rise design and appearance of the store would be in keeping with the generally open character of the site and are acceptable.

LANDSCAPING

4.13 The site is currently fundamentally open, green, and has a countryside nature. The site will continue to be fundamentally open when the approved car storage use has been implemented. The parking areas for the stored cars and their distributor roads would occupy most of the application site. The landscaping of these areas and roads was approved as part of the hybrid consent, subject to condition 18 requiring submission of a detailed landscaping scheme. The office building and its landscaping (i.e. the subject of this reserved matters application) would occupy only the north-west corner of the car storage site. The landscaping around the office building should be assessed in the context of the landscaping scheme for the rest of the development.

4.14 A scheme for the whole site has been submitted under AOD/19/00182 and, following discussions with the council's landscape architect, is now acceptable. The parking areas would be surfaced in reinforced grass, separated by native hedging with hedgerow trees. Access to the parking areas would be provided by two internal roads. These would be edged with hedgerows and drainage swales, which would be seeded with a pond and wetland mix. An existing bund along the western edge of the site and the retained earthworks around the blast dispersal pen would be seeded with a wildflower mix. The landscaping would be supplemented within the hedgerows by native specimen trees. A strip of agricultural land along the Wigginton Road frontage would be retained in agricultural use in order to retain as far as possible the site's rural character when viewed from the public highway.

4.15 The rear elevation of the office building would abut the western boundary of the site. To the front (east) and the north side would be staff car parking. The parking bays would be interspersed with small irregular groups of native trees and shrubs. To the south side would be an outdoor amenity space for staff including a shelter, herbaceous planting, seating and picnic tables. The flat roof over the

refuse, substation and cycle store would have a green (Sedum) roof, which would assist with surface water retention and be an attractive outlook when viewed from the upper storeys of the office building.

4.16 The proposed landscaping around the office building and combined store is acceptable, particularly bearing in mind its private use, the building's remote location from any public viewpoint and the extent of landscaping across the rest of the application site.

ACCESS AND PARKING

4.17 The site will provide approximately 2000 spaces for stored cars and 160 spaces for staff. The number of spaces for staff is sufficient for the proposed number of employees but this number could increase with growth. Conditions of the hybrid consent require the applicant to submit a travel plan prior to occupation and to undertake an annual travel survey of users of the premises and for the findings to be submitted to the local planning authority. Bearing in mind the substantial size of the site and the total number of car parking spaces to be provided it is highly unlikely that any increase in staff numbers would result in parking on Wigginton Road.

IMPACT ON THE GREEN BELT

4.18 The NPPF lists the types of development that are acceptable in the Green Belt. All other development is inappropriate and therefore, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Green belt policy was taken into account when the hybrid planning application was being considered. The scheme was considered to be acceptable in all respects (including impact on the Green Belt) subject to conditions, particularly condition 2 approving the site layout and condition 31 limiting the size of the office building and gatehouse. The proposals comply with these conditions of the hybrid consent. The principle of the development was agreed at the time of the hybrid consent and the submitted details of the office building and gatehouse are acceptable in Green belt terms.

5.0 CONCLUSION

5.1 The application is solely for the approval of the design and landscaping of the office building, which already has planning permission, as has the use of the rest of the site for the storage of cars. The proposals are acceptable in design and landscaping terms and are in accordance with the approved hybrid consent. The application complies with paragraph 127 (Achieving well-designed places) of the NPPF and policy D2 (Landscape and Setting) of the emerging plan.

6.0 RECOMMENDATION: Approve

1 The development shall not be carried out otherwise than in complete accordance with the following approved plans:

18074-AP-003/C
18074-AP-100
18074-AP-101
18074-AP-102/B
18074-AP-150
18074-AP-200/A
18074-AP-250
18074-AP-300/A
RFM-XX-00-DR-L-0001/PL04
RFM-XX-00-DR-L-0003/PL02
RFM-XX-00-DR-L-8001/PL01

Reason: To achieve an acceptable form of development.

2 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 the Local Planning Authority within one month of commencement of the construction of the development for approval in writing. The development shall be carried out using the approved materials.

Note: Because of limited storage space at our offices it would be appreciated if sample materials could be made available for inspection at the site. Please make it clear in your approval of details application when the materials will be available for inspection and where they are located.

Reason: So as to achieve a visually cohesive appearance.

7.0 INFORMATIVES:

Notes to Applicant

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

In considering the application, the Local Planning Authority has implemented the requirements set out within the National Planning Policy Framework (paragraph 38). In seeking solutions to problems identified during the processing of the application, the Local Planning Authority negotiated with the developer to address concerns raised by officers particularly regarding the planting proposals and the impact on the blast dispersal pen located on the site.

Contact details:

Case Officer: Kevin O'Connell

Tel No: 01904 552830

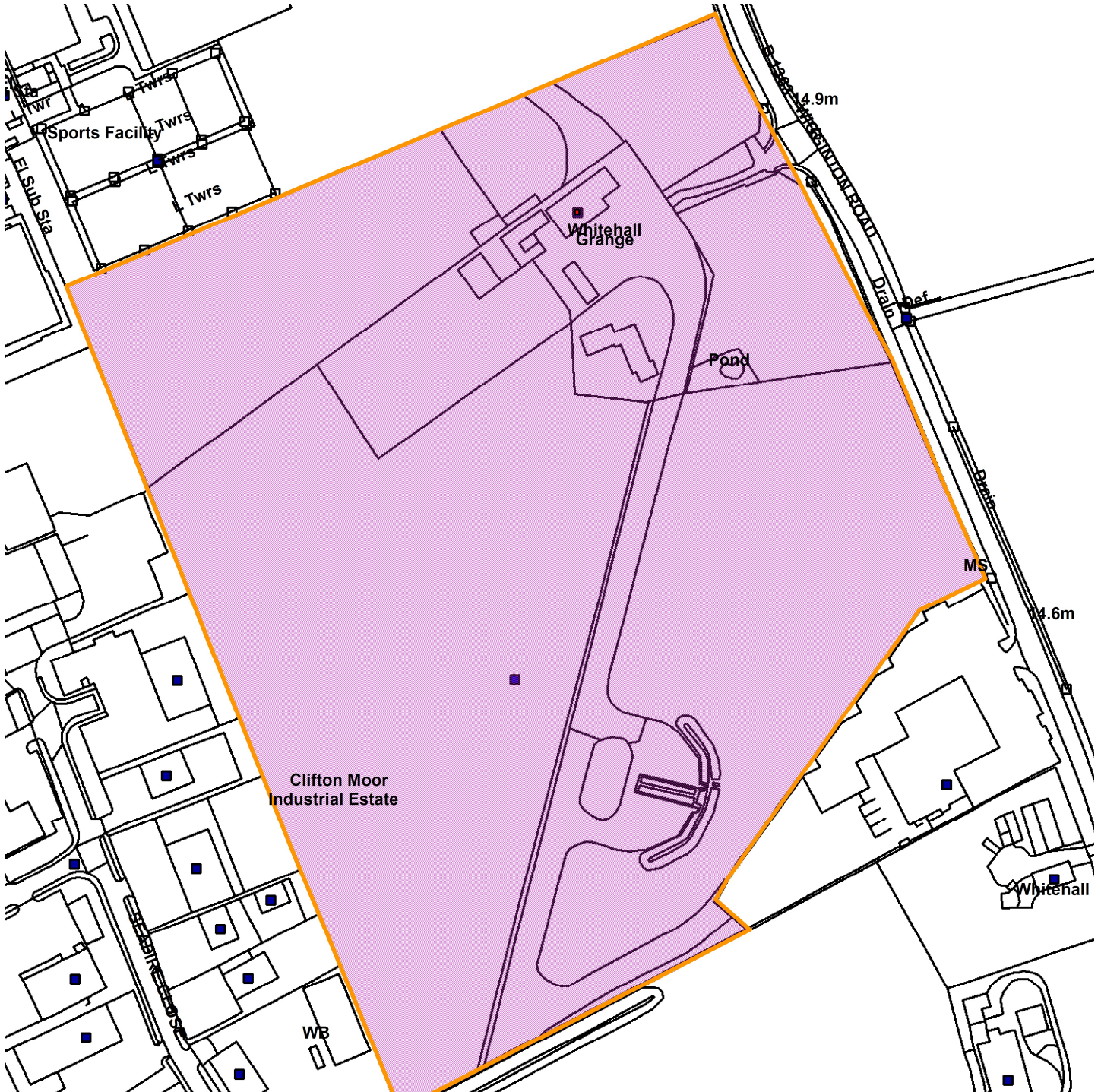
Application Reference Number: 19/00855/REMM

Item No: 4a

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19/00855/REMM

Whitehall Grange, Wigginton Road



Scale : 1:2423

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Organisation	Not Set
Department	Not Set
Comments	Site Plan
Date	06 November 2019
SLA Number	Not Set

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COMMITTEE REPORT

Date: 14 November 2019 **Ward:** Rural West York
Team: West Area **Parish:** Upper Poppleton Parish Council

Reference: 19/01754/GRG3
Application at: Poppleton Bar Park And Ride Northfield Lane Upper Poppleton York YO26 6QF
For: Erection of canopy shelter for the installation of 8no. ultra rapid charging hubs and 5no. fast dual charging units for electric vehicles, solar photovoltaic (PV) modules mounted on canopies (maximum height 5.1m) over existing parking bays and charging units, battery storage unit with associated transformer and control unit, a 2.4 metre high security fence.
By: City Of York Council
Application Type: General Regulations (Reg3)
Target Date: 29 October 2019
Recommendation: Approve

1.0 PROPOSAL

1.1 Poppleton Bar Park and Ride is an existing facility that currently provides 600 car parking spaces. Park and Ride sites were a part of a series of measures to tackle the city's traffic problems and to promote environmentally friendly modes of travel. There are 5 other park and ride sites across the city.

1.2 As part of supporting the Council's commitment to tackle climate change and reduce the City's carbon footprint by 2030 the Council have engaged with the Office for Low Emission Vehicles (OLEV) and the Go Ultra Low funding programmes in order to seek the infrastructure to provide rapid charging points or 'hyper hub' in strategic locations across the city, to accelerate the change and adoption of Electric Vehicles (EV). The hyper hubs will support the next generation charging infrastructure that will support fleets, residents, through traffic and visitors to have the confidence to use electric vehicles.

1.3 Poppleton Bar Park and ride is one of two chosen sites for the 'hyper hubs', the other being Monks Cross Park and Ride, as these are locations that are considered to be easily to reach by residents, and strategically located for serving through traffic and businesses.

1.4 The development to provide the 'hyper hub' at Poppleton Bar Park and Ride will comprise of an ultra rapid charging station; a fast charging station; solar

PV panels mounted on canopies over existing parking spaces; a battery storage unit and associated transformer/control unit; associated electrical cabling; and temporary construction compound.

1.5 In summary the individual elements will comprise of:

- erection of canopy shelter to provide weather protection over 8no. ultra rapid charging hubs, with four charging bays on either side of an island. The chargers would measure 0.6m x 0.3m and be 2.4m in height and connect to a small electrical cabinet measuring 1.3m x 0.8 x 1.2m.
- a galvanised steel canopy structure would be erected to cover 109 existing car parking spaces with solar photo voltaic's attached to the roof (covering 1,450 sqm). There are two types of canopy proposed; a single width and double width which is dependent upon the type of parking bay to be covered. The detailed design of the canopies have not been determined at this stage, however they shall have a maximum height of 5.1m and the height of the lowest edge of the canopies would be 2.5m to allow safe access for parking.
- 5no. fast dual charging units measuring 0.4m x 0.4m x 1.4m for electric vehicles located in a row serving 10 parking bays with a canopy installed above the chargers.
- battery storage unit (measuring 12m x 2.5m x 3m) with associated transformer and control unit (measuring 3m x 2.5m x 3m) will be constructed from steel with a dark green powder coated finish and mounted on a concrete or brick plinths. They would both be enclosed by a 2.4m high palisade fence with gate to allow for maintenance access.
- a contractor compound will be established for temporary cabins whilst the works are being undertaken.

1.6 It is noted that the installation of 'electric vehicle charging points and any associated infrastructure' provided by local Authorities benefit from permitted development under Part 12A, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015.

1.7 There would be some internal rearrangement within the existing park and ride layout with the camper van parking relocated to a new site accessed from the existing road in which buses use to access the park and ride terminal.

Planning History

09/02294/FULM Construction of park and ride facility with up to 1250 parking spaces, associated access, passenger terminal building, wind turbine and landscaped bund: Application Approved 30 March 2010 (part implemented).

2.0 POLICY CONTEXT

2.1 PUBLICATION DRAFT LOCAL PLAN 2018

DP2	Sustainable Development
D1	Placemaking
GB1	Development in the Green Belt
CC1	Renewable and Low Carbon Energy Generation and Storage
ENV5	Sustainable Drainage
T1	Sustainable Access
T2	Strategic Public Transport Improvements

2.2 DRAFT 2005 DEVELOPMENT CONTROL LOCAL PLAN (DCLP)

GP1	Design
GP4a	Sustainability
GP4b	Air Quality
GB1	Development in the Green Belt
T6	Park and Ride

3.0 CONSULTATIONS

Public Protection Unit (PPU)

3.1 We are aware of the project but this does not raise any noise, contaminated land, lighting implications or air quality implications. We are supportive of new electric vehicle infrastructure provision.

Upper Poppleton Parish Council

3.2 No objections

Ainsty (2008) Internal Drainage Board

3.3 The application sits within the Drainage Board's district and has assets in the wider area in the form of various watercourses.

3.4 In respect to surface water, we are not clear what the existing surface water drainage system is. Soakaways should be first considered in accordance with the Planning Practice Guidance hierarchy. We recommend a condition seeking the provision of surface water drainage scheme.

4.0 REPRESENTATIONS

4.1 The application was advertised by site notice. No letters of representation have been received.

5.0 APPRAISAL

5.1 Key Issues:

- Principle of development
- Upper and Nether Poppleton Neighbourhood Plan
- Impact upon existing park and ride facilities
- Design and visual impact
- Environmental Impacts
- Drainage/flood risk
- Other Considerations
- Very special circumstances

PLANNING LEGISLATION

5.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires determinations be made in accordance with the development plan unless material considerations indicate otherwise. In this area, the development plan comprises the Green Belt retained policies in the Yorkshire and Humber regional Spatial Strategy (RSS), saved under the Regional Strategy for Yorkshire and Humber (Partial Revocation) Order 2013 and the policies within the Upper and Nether Poppleton Neighbourhood Plan which was formally made on 19 October 2017.

POLICY CONTEXT

National Planning Policy Framework (NPPF) 2019

5.3 The revised NPPF (2019) sets out the government's planning policies for England and how these are expected to be applied.

5.4 The planning system should contribute to the achievement of sustainable development (Paragraph 7). To achieve sustainable development, the planning system has three overarching objectives; economic, social and environmental objectives. Paragraph 14 advises that at the heart of the Framework there is a presumption in favour of sustainable development.

5.5 In the absence of a formally adopted Local Plan the most up-to date representation of key relevant policy issues is the NPPF and it is against this policy Framework that the proposal should principally be addressed. The NPPF sets out the presumption in favour of sustainable development.

5.6 Section 9 is focused on promoting sustainable transport with paragraph 110 (e) setting out that applications for development should be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

5.7 Section 12 sets out that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

5.8 Section 13 sets out the fundamental aim of Green Belt policy, stating that the government attaches great importance to Green Belts.

5.9 Section 14 focuses on meeting the challenge of climate change, flooding and coastal change. The planning system should support the transition to a low carbon future in a changing climate (para. 148). Paragraphs 149 – 154 discuss how to plan for climate change.

Regional Strategy for Yorkshire and Humber (Partial Revocation) Order 2013

5.10 Policies, YH9(C) and Y1(C1 and C2), relate to York's Green Belt and the key diagram, Figure 6.2, in so far as it illustrates the general extent of the Green Belt. The policies state that the detailed inner and rest of the outer boundaries of the Green Belt around York should be defined to protect and enhance the nationally significant historical and environmental character of York, including its historic setting, views of the Minster and important open areas.

Publication Draft Local Plan (2018)

5.11 The Publication Draft City of York Local Plan 2018 ('2018 Draft Plan') was submitted for examination on 25 May 2018. In accordance with paragraph 48 of the NPPF the Draft Plan policies can be afforded weight according to:

- The stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given);
- The extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- The degree of consistency of the relevant policies in the emerging plan to the policies in the previous NPPF published in March 2012. (NB: Under transitional arrangements plans submitted for examination before 24 January 2019 will be assessed against the 2012 NPPF).

Development Control Local Plan (2005)

5.12 The Development Control Local Plan (DCLP) was approved for development management purposes in April 2005. Whilst the DCLP does not form part of the

statutory development plan, its policies are considered to be capable of being material considerations and can be afforded very little weight in the determination of planning applications where policies relevant to the application are consistent with those in the NPPF.

Low Emission Strategy 2012

5.13 This strategy outlines the steps the Council intends to take to reduce the impact of emissions on public health and the wider environment. There are six objectives outlined in the LES to deliver the LES vision and the main objective relevant to this application is iii) which states that

‘To minimise emissions to air from existing vehicles by encouraging eco-driving, optimising vehicle maintenance and performance (including that of abatement equipment) and providing businesses, residents and visitors with incentives and opportunities to use low emission vehicles and fuels.’

Air Quality Action Plan (AQAP3) (2015-2020)

5.14 The 3rd AQAP is the delivery mechanism for the LES. This sets out 14 direct actions ‘measures’ that can be taken now to reduce emission from vehicles frequently entering the Air Quality Management Areas (AQMAs) and reduce the incidence of vehicle idling. Measure no. 8 ‘Planning and delivery of strategic EV charging network’ is considered to be of direct relevance to this application.

ASSESSMENT

Application Site

5.15 The park and ride site at Poppleton Bar is located to the south of the A59 Roman Road, accessed from Northfield Lane and lies to the west of the A1237 ring road. The site is served by battery powered electric buses. There is a park and ride terminal within the site. There are existing commercial and retail uses to the east of Northfield Lane with the main built up area of Poppleton to the north, from Station Road.

PRINCIPLE OF DEVELOPMENT- ASSESSMENT OF HARM TO GREEN BELT

WHETHER THE DEVELOPMENT IS INAPPROPRIATE DEVELOPMENT

5.16 The application site lies within the general extent of the York Green Belt as shown on the Key Diagram of the saved RSS Green Belt policies and therefore Section 13 (Protecting Green Belt Land) of the NPPF is applicable. Paragraph 133 of the NPPF states that the fundamental aim of Green Belt policy is to prevent urban

sprawl by keeping land permanently open. The essential characteristics of Green Belts are their openness and permanence.

5.17 Paragraph 144 of the NPPF establishes that substantial weight should be given to any harm to the Green Belt. Paragraph 143 states that inappropriate development is, by definition, harmful to the Green Belt, and should not be approved except in very special circumstances. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness and any other harm is clearly outweighed by other considerations. Paragraph 145 states that the construction of new buildings in the Green Belt should be regarded as inappropriate unless they fall within certain specified exceptions. The proposal is not considered to fall within any of the exceptions.

5.18 Para.146 of the NPPF details further forms of development which are also not inappropriate in the Green Belt providing they preserve openness and do not conflict with the purposes of including land within it. These include mineral extraction; engineering operations; local transport infrastructure; re-use of buildings; material changes of use of land; and development brought forward under a community right to build order. Likewise the proposal is not considered within any of these exceptions.

5.19 However paragraph 147 of the Framework goes on to state that when located in the Green Belt, elements of many renewable energy projects will comprise inappropriate development. It continues to state that in such cases developers will need to demonstrate very special circumstances if projects are to proceed.

5.20 The proposed development is therefore inappropriate development in the Green Belt by definition and, in accordance with para 143 of the NPPF can only be approved in very special circumstances.

IMPACT ON OPENNESS

5.21 The NPPF advises that the essential characteristics of Green belts are their openness and permanence. There is no definition of 'openness' in the NPPF, but it is commonly taken to mean the state of being free from development, the absence of buildings, and relates to the quantum and extent of development and its physical effect on the site.

5.22 Policy GB1 of the 2018 Draft Plan states that permission will only be granted for development where:

- i. The scale, location and design of development would not detract from the openness of the green Belt;
- ii. It would not conflict with the purposes of including land within the Green Belt; and

- iii. It would not prejudice or harm those elements which contribute to the special character and setting of York.

5.23 There are unresolved objections to Policy GB1 that will be considered through the examination in public of the Local Plan and therefore it should only be afforded limited weight in the decision making process for the purposes of this application.

5.24 The proposal relates to a 'hyper hub' which will provide next generation charging infrastructure for electric vehicles including ultra rapid and fast charging stations along with ancillary battery storage and transformer units. Additionally, opportunities are undertaken in this application to increase the amount of electricity that is generated from renewable sources with the installation of solar photovoltaic on the proposed canopies, covering 109 existing car parking spaces which is 18% of the total car parking spaces. It is noted that permission has been granted for 650 additional car parking spaces and could be implemented under extant consent (see planning history section).

5.25 The existing site is relatively flat with the main terminal building being of low rise and located centrally within the wider Park and Ride site. The development that forms the basis of this application would all be situated to the eastern part of the existing site, nearest to Northfield Lane. The ultra rapid charging hubs and canopy and associated infrastructure would be positioned on the existing camper van parking area. There is significant mature landscaping along the southern and western boundaries of the site alongside with planting along the A59 road side boundary. The site is developed already however there will be an impact as a result of the introduction of structures in an area that is currently free from other development features, other than the terminal building and lighting columns. The main terminal building is 4.9m (approx) in height and the applicant state that the canopies would be no higher than 5.1m, they would be relatively in line with the scale of existing development. Although there is significant landscaping to main boundaries, it is considered that the scale and extent of the canopies and other charging infrastructure would result in a significant visual impact on openness.

IMPACT ON THE GREEN BELT PURPOSES

5.26 The proposed development would be inappropriate development in the Green Belt. It would lead to harm to the openness of the Green Belt. Paragraph 134 of the NPPF goes on to state that the Green belt serves five purposes. These are:

- a) to check the unrestricted urban sprawl of large built-up areas;
- b) to prevent neighbouring towns merging into one another;
- c) to assist in safeguarding the countryside from encroachment;
- d) to preserve the setting and special character of historic towns; and
- e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

5.27 The primary purpose of the York Green belt is to safeguard the special character and setting of the historic city as referred to in Policy YH9C of the RSS and Policy SS2 of the 2018 Draft Plan, although limited weight can only be attached to the latter. The proposed hyper hub infrastructure would be located within the curtilage of the existing park and ride site, and encourage the take up of electric vehicles. The infrastructure is of an appropriate design for park and ride site and in this rural setting. Due to the above, the proposal is not considered to conflict with the purposes of the Green Belt.

5.28 The NPPF states that local planning authorities should ensure that substantial weight is given to any harm to the green belt. 'Very special circumstances' will not exist unless the potential harm to the green belt by reason of inappropriateness, and any other harm is clearly outweighed by other considerations. The applicant has put forward a number of other considerations which they consider would justify the proposal and these are set out and assessed in paragraphs 5.42-5.45 below.

Upper and Nether Poppleton Neighbourhood Plan

5.29 Policy PNP1 Green belt policy for the Neighbourhood Plan follows national guidance, stating that inappropriate development will not be supported except in very special circumstances. Policy PNP11 supports energy conservation and the use of renewable energy technology.

5.30 Subject to a full assessment of national green belt policy in light of very special circumstance, the proposal is considered to accord with the Upper and Nether Poppleton Neighbourhood Plan (2017).

IMPACT UPON EXISTING PARK AND RIDE FACILITIES

5.31 Overall, there would be no loss of existing park and ride facilities; whilst the campervan parking facilities would be moved to provide a suitable location for the ultra fast chargers, the camper van parking would be re-provided. There may be small scale changes to the internal access arrangements, however these can occur without the need for planning permission.

5.32 The 'hyper hub' facilities would be positioned nearest to the eastern entrance of the park and ride and is considered to be strategically placed to enable fleets, visitors, residents to access the hyper hub facilities without accessing the main park and ride facility.

DESIGN AND VISUAL IMPACT

5.33 The canopies, by nature of their positioning and functionality (with solar voltaic attached to the roof to generate solar energy) would cover a relatively large area,

however they are generally an open design and would retain views through them. The application details that the final configuration could be altered following a tendering process, however the height would not exceed 5.1m in total. Consideration has been given to the functionality of the canopies and their design is important in order to maximise solar gain. Their design is considered to be acceptable in to visual amenity.

5.34 The charging units/hub take the form of large cabinets and would be similar to other transport infrastructure and would not therefore be out of place in a park and ride site.

5.35 The battery storage unit and associated transformer and control unit has little architectural merit as a storage container, however it is a functional and has an important role to play in ensuring the hyper hub provide energy when required. It is unfortunate that it could not be relocated to a less visible part of the site, but it is acknowledged that the proximity to the ultra fast charging hub is a necessity. Moreover, the site is a functioning park and ride site where its users are unlikely to spend long time in the area of the storage unit. Any views from passing vehicles would be fleeting.

ENVIRONMENTAL IMPACTS

5.36 It is likely that the hyper hub facilities would increase the usage of the site, however users would be in electric vehicles rather than conventional vehicles. One of the principle reasons the park and ride sites were allocated in their current locations is due to their proximity to the York outer ring road and other major radial routes in order to provide effective operation. Any increase in visits to the site could be accommodated within the existing local highway network and would therefore not increase noise or other adverse environmental impacts in this regards. It is noted that an assessment has been made as to the impact of the local highway network to accommodate an additional 650 car parking spaces under the extant permission.

5.37 The site is already developed with hard standing and any issues of land contamination would have been dealt with under the extant permission. It is not considered that the small level of excavations to secure the individual canopies, charging units and other ancillary equipment would give rise to any additional land contamination, however a condition can cover is any unexpected contamination arises.

Air Quality

5.38 The site is not located within a current AQMA, which are generally more located within the city centre and urban areas. However given the next generation charging infrastructure the hyper hubs are seeking, this will help to accelerate the change to and adoption of Electric Vehicles being used by business, visitors and

residents. It is anticipated that this infrastructure could help to improve the overall air quality situation in York and in the locality.

DRAINAGE/FLOOD RISK

5.39 The application site is located within Flood Zone 1, where there is a low probability of flooding. The site is already covered by an existing impermeable surface. The proposal does not involve any extension of impermeable surfacing within this part of the site. The canopies are designed with downpipes and guttering. The applicant has stated that surface water drainage would remain as present with channels connecting to existing soakaway drains. Whilst the concerns of the Ainsty Internal Drainage Board are noted, as the development is minor and there is no increase in impermeable surfacing, the existing drainage system is likely to accommodate any additional surface water and it is not considered that the development would give rise to any flooding issues.

OTHER CONSIDERATIONS

5.40 The applicant advise that the final scheme configuration has not been finalised and they are seeking a request for 2.0m micro allowances around each element of the proposal, with exception of the solar canopies. They advise that this is due to unforeseen ground conditions or to accommodate minor revisions. The proposals have been assessed as per the submitted plans; as this site is located within a sensitive area (the green belt), any material changes to the siting of any of any of the structures (other than the canopies), will need to be assessed by the submission of a formal application. The applicant is advised that there are formal mechanisms for minor and non-material changes to applications and shall be informed by way of informative.

VERY SPECIAL CIRCUMSTANCES

5.41 The proposal has been identified as representing inappropriate development in the Green Belt by definition. As such the development can only be approved in very special circumstances. The very special circumstance that have been put forward:

- Renewable Energy Generation

5.42 The UK has committed via the Climate Change Act 2008 to achieve an 80% reduction in UK carbon emissions by 2050 (compared to 1990 levels). The development would increase the amount of electricity generated from renewable sources, making a contribution towards meeting UK renewable energy targets and to reducing greenhouse gas emissions.

5.43 The proposed solar canopies would have a generating capacity of up to 200kW and would be expected to generate up to 190,000 Kilowatt hours of electricity per

annum. During each year of operation the solar canopies would be expected to prevent the release of approximately 67,000 kg or CO₂ compared to using electricity supplied by the National Grid (Carbon release estimated using <http://www.carbon-calculator.org.uk> assuming a generating capacity of 200kW and an annual output of 190,000kWh of electricity).

5.44 The anticipated 190,000 kWh of solar power produced would be equivalent to 950,000 miles of EV travel or a potential additional carbon reduction of up to 193,000 kg CO₂(e) compared to petrol vehicles.

- Facilitate the uptake of ULEVs and other electric vehicles reducing emissions of harmful air pollutants.

5.45 NPPF paragraph 110 (e) sets out that development should be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations as well as paragraph 148 that supports the transition to a low carbon future in a changing climate, supporting renewable and low carbon energy and associated infrastructure. Furthermore, the support for the proposal is found within Policy DP2 sustainable development of the emerging Local Plan. This requires that sustainable design techniques are incorporated in new developments and that development maximises the generation and use of low carbon/ renewable energy resources. Policy CC1 'Renewable and low carbon energy generation and storage' supports proposals for low carbon energy storage and notes that they should be sited a suitable distance from major residential areas. Additionally, the development is supported by the Office for Low Emission Vehicles (OLEV) and the Go Ultra Low funding programmes as well seeking to achieve the aims of the Council's Low Emission Strategy.

6.0 CONCLUSION

6.1 The proposed hyper hub comprise of an ultra rapid charging station; a fast charging station; solar PV panels mounted on canopies over existing parking spaces; a battery storage unit and associated transformer/control unit at an existing Park and Ride facility is considered inappropriate development in the Green Belt by definition. Substantial weight is to be given to any harm to the Green Belt. In accordance with the NPPF, inappropriate development should not be approved except in very special circumstances. Very special circumstances will not exist unless the potential harm to the green belt by reason of inappropriateness and any other harm is clearly outweighed by other considerations. There is harm on the openness of the Green Belt and limited harm to the green belt purposes.

6.2 Very special circumstances relating the need to support next generation charging infrastructure and the barriers to this in York and its role in reducing emissions as part of a local and UK wide strategy of the proposal have been put forward. Support is outlined in paragraphs 110(e) and 148 of the NPPF for the

scheme as well as policies DP2 and CC1 of the emerging Local Plan. The very special circumstances are considered cumulatively to be afforded significant weight in the decision making process.

6.3 The proposal is considered to be acceptable on the other relevant matters including design, drainage, environmental impacts, lack of conflict with the operation of the existing park and ride and compliance with the Upper and Nether Poppleton Neighbourhood Plan. Moderate weight is considered to be applied to these matters.

6.4 Weighing up the planning balance, it is considered that with regard to this proposal, the very special circumstances are sufficient to clearly outweigh the harm through inappropriateness and identified further harm and the proposal is recommended for approval subject to relevant planning conditions.

COMMITTEE TO VISIT

7.0 RECOMMENDATION: Approve

1 TIME2 Development start within three years

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

3245-DR-P-0002A Proposed Site plan

3245-DR-P-0003A Battery Container

3245-DR-P-0004A Transformer/Control Container

3245-DR-P-0006A T Canopy Detail

3245-DR-P-0007A Y Canopy Detail

3245-DR-P-0008A Palisade Fence Detail

3245-DR-P-0011A rev 0 Ultra Rapid and Fast Charging units Elevations and 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 LC4 Land contamination - unexpected contamination

8.0 INFORMATIVES:

Notes to Applicant

1. STATEMENT OF THE COUNCIL`S POSITIVE AND PROACTIVE APPROACH

In considering the application, The Local Planning Authority has implemented the requirements set out within the National Planning Policy Framework (paragraph 38) and having taken account of all relevant national guidance and local policies, considers the proposal to be satisfactory. For this reason, no amendments were sought during the processing of the application, and it was not necessary to work with the applicant/agent in order to achieve a positive outcome.

2. The applicant is advised that permission is granted as per the submitted plans outlined in condition 2; any material revisions or modifications to the siting of any part of the structures (other than the canopies) beyond what is shown on the approved drawings may require the submission of a formal application.

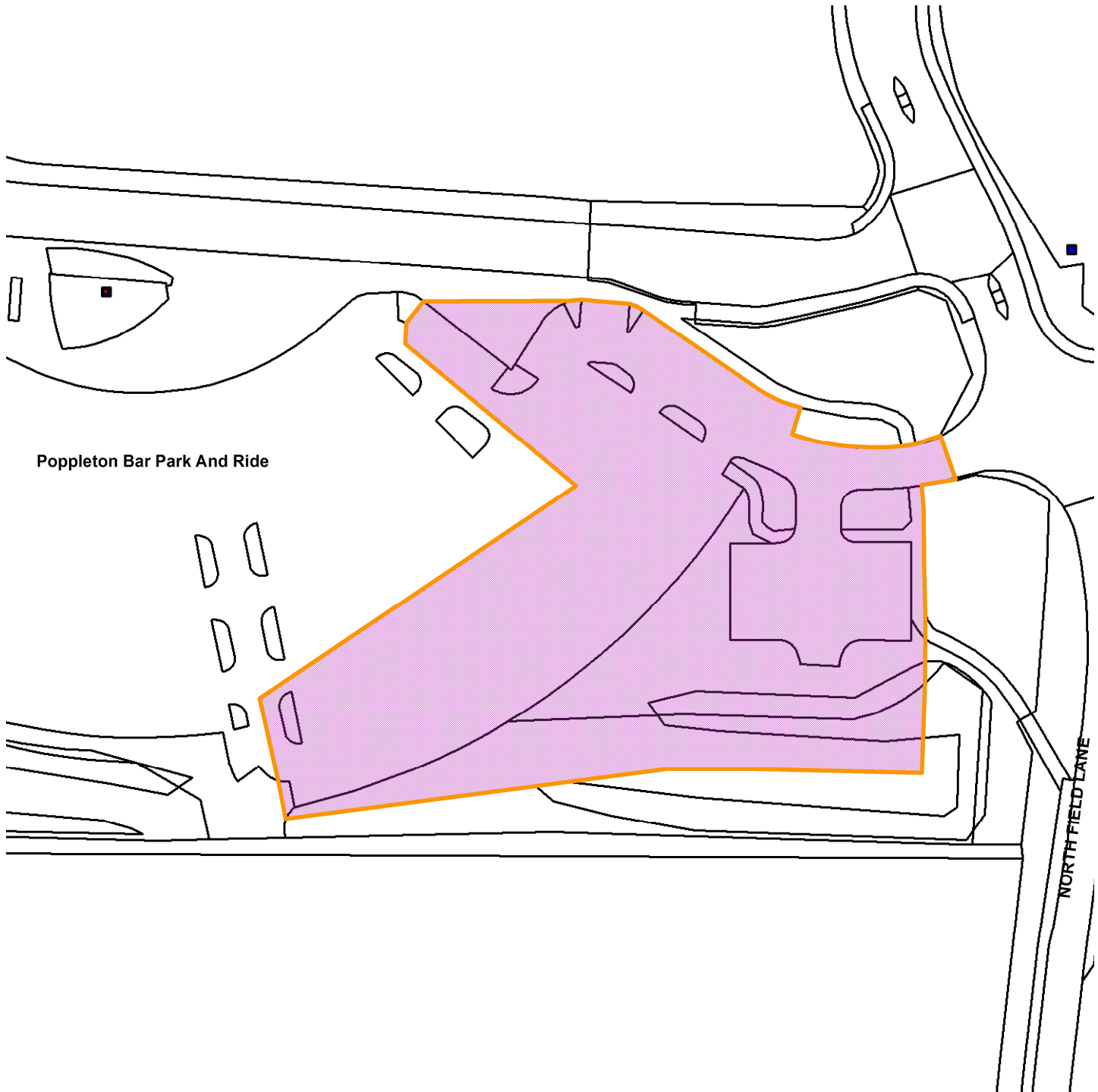
Contact details:

Case Officer: Lindsay Jenkins

Tel No: 01904 554575

19/01754/GRG3

Poppleton Bar Park And Ride, Northfield Lane, Upper Poppleton



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Organisation	Not Set
Department	Not Set
Comments	Site Plan
Date	06 November 2019
SLA Number	Not Set

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