

## COMMITTEE REPORT

**Date:** 4 October 2018                      **Ward:** Holgate  
**Team:** Major and                              **Parish:** Holgate Planning Panel  
                    Commercial Team

**Reference:** 18/01685/FULM  
**Application at:** Land Adjacent To Cinder Lane Holgate York  
**For:** Siting of 2 storey modular buildings to accommodate office use for a 5 year temporary period together with associated works to support the implementation of rail infrastructure project.  
**By:** Network Rail (infrastructure) Ltd  
**Application Type:** Major Full Application (13 weeks)  
**Target Date:** 8 November 2018  
**Recommendation:** Approve

### 1.0 PROPOSAL

1.1 The application site is an area of Network Rail operational land located to the north west of York Railway Station. The site is located to the south of Network Rail's Maintenance Delivery Unit (MDU) and between the Railway Depot and other operational land used for various railway activities. It is positioned on a bend adjacent to Cinder Lane. Main vehicular access is from Leeman Road, adjacent to the National Railway Museum and the entrance to the Railway Depot to the north. Cinder Lane running along the southern boundary of the site provides a public cycle and pedestrian route, leading to a pedestrian bridge to Wilton Rise and the Holgate area of the City. The site is relatively flat, containing a number of old sidings and is currently vacant.

1.2 This area of land is allocated as part of the York Central site for which outline consent for the redevelopment of this area for mixed use development has been submitted. It is anticipated that this particular part of the York Central wider site will be developed in the later stages of the allocation and the proposed office use sought under this application will have ceased before the land is required.

1.3 Planning permission is sought for the siting of a temporary modular building for office accommodation (Class B1). This includes associated work including a security hut, lighting, fencing and associated car parking (including electric charging points) and cycle parking.

1.4 The office building is sought to provide office accommodation to facilitate Phase 2 of the East Coast Main line Power Supply Upgrade Programme, which is delivered by REAL Alliance comprising of 6 integrated organisations. The delivery of this project is expected to be undertaken between 3 and 5 years. There will be up to 170 staff

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occupying the building. Planning permission is sought on the basis of a temporary consent, inline with the programme delivery.

1.5 The building containing a number of modular units constructed together would measure approximately 66m x 12m with a forward projecting section measuring 15m x 12m on the southern elevation. It would be two storeys high. Approximately 1954sqm of gross internal floorspace shall be provided.

1.6 The site lies within the Central Area of Archaeological Importance and is within Flood zone 1. It is noted that the application site lies outside any Conservation Area. The nearest listed buildings are the Network Rail Maintenance Delivery Unit and National Railway Museum (Annexe) but these are some distance from the proposed building location.

## **2.0 POLICY CONTEXT**

### **DEVELOPMENT CONTROL LOCAL PLAN (DCLP) 2005**

2.1 The policies that are relevant to matters raised by this application include:

YC1	York Central Action Area
GP1	Design
GP4a	Sustainability
GP4b	Air Quality
GP15a	Development and flood risk
HE10	Archaeology
GP6	Contaminated Land
T4	Cycle Parking Standards
GP23	Temporary Planning Permission

### **PUBLICATION DRAFT YORK LOCAL PLAN 2018**

2.2 The main draft policies that are relevant to matters raised by this application are:

DP1	York Sub Area
DP2	Sustainable Development
DP3	Sustainable Communities
SS1	Delivering Sustainable Growth for York
SS4	York Central
EC1	Provision of Employment Land
D1	Placemaking
D6	Archaeology
ENV1	Air Quality
ENV3	Land Contamination
ENV4	Flood Risk

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T1 Sustainable Access  
T3 York Railway Station and Associated Operational Facilities

### **3.0 CONSULTATIONS**

#### INTERNAL

##### HIGHWAYS NETWORK MANAGEMENT

3.1 No comments received at the time of writing

##### URBAN DESIGN, CONSERVATION AND SUSTAINABILITY (Design)

3.2 As permission is sought for five year the importance on good design quality is of lower concern than it would otherwise be. Clarity however is sought regarding the degree of redundancy of the project timescale. If this is not factored in, the proposal would not be acceptable because it is generally without much design consideration and would not be acceptable for a semi permanent solution.

3.3 There does not appear to be any linkages with any 'meanwhile use strategy' for York Central. The proposed new access route through the York Central site is adjacent to this site and the two storey prefabricated cabins will be the first building that will be seen on the approach to the station along this new access road, and could potentially be an underwhelming York Central experience. Preference would be for a single storey building to reduce its visual impact; there are no accompanying visualisation that assesses the impact of the proposal on the setting of the station and due to the potential unhelpful precedent it makes for York Central as a quality brand (as a temporary gateway moment into York). Coupled with this a consideration for visual screening through hoarding design or other temporary intervening feature would be helpful.

##### URBAN DESIGN, CONSERVATION AND SUSTAINABILITY (Archaeology)

3.4 The proposals will involve intrusive groundworks relating to the foundations for the modular buildings and associated facilities (drainage, lighting, fencing, and electric charging points). The area is outside of the known Roman cemetery and appears to have been used as agricultural land prior to use as railway land since the mid-late 19th century. Subsequent development will have had some detrimental impact on any archaeology which occupied this site. A watching brief will suffice as a mitigation measure to record any archaeological deposits or features that are revealed during the works (anticipated that these may date to 19th and 20th century) and can be secured via condition.

##### URBAN DESIGN, CONSERVATION AND SUSTAINABILITY (Ecology)

3.5 No comments received at the time of writing.

#### FLOOD RISK MANAGEMENT TEAM

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### 3.6 Objection on the following grounds;

- No evidence provided to discount the use of infiltration methods of surface water disposal.
- Fails to provide evidence of the existing drainage onsite but makes assumptions therefore existing and permitted discharge rates and outfall cannot be agreed.
- According to Yorkshire Waters Public Sewer Records there is a Public Combined Sewer crossing the site without consideration in the proposed site layout therefore the FRMT cannot approve the proposed site layout.

## PUBLIC PROTECTION

### Contaminated Land

3.7 The site area is currently mainly vacant with some redundant sidings and is being used for informal storage. Historically the site has been used as an industrial area. The application is supported by a Preliminary Risk Assessment (PRA) which identifies a moderate risk to human health receptors from potential contamination associated with historic and current use of the site. The reports recommends that a site investigation is undertaken to allow for further risk assessment secured via condition.

### Air Quality

3.8 No adverse comments in respect to air quality, with the applicant demonstrating the provision of 2 Electric Vehicle Recharging Points in line with the Council's low Emission Strategy (LES) and paragraph 110 the National Planning Policy Framework (NPPF 2018). It is recommended that these are secured via condition.

## EXTERNAL

### YORKSHIRE WATER

3.9 No comments received at the time of writing

### HOLGATE PLANNING PANEL

3.10 No objections.

### PUBLICITY AND SITE NOTICE

3.11 No responses received at the time of writing.

## **4.0 APPRAISAL**

### 4.1 Key Issues

- Principle of the development
- Design, layout and landscaping
- Highways access and parking arrangements
- Land Contamination
- Ecology

- Drainage
- Noise and impacts upon residential amenity

## **POLICY CONTEXT**

### **NATIONAL PLANNING POLICY FRAMEWORK (NPPF) (2018)**

4.2 The revised National Planning Policy Framework (NPPF) (2018) was published on 24 July 2018 and sets out the government's planning policies for England and how these are expected to be applied. Paragraph 7 states that the planning system should contribute to the achievement of sustainable development. To achieve sustainable development, the planning system has three overarching objectives; economic, social and environmental.

4.3 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.

4.4 Section 6 of the Framework highlights that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity (paragraph 80).

4.5 In respect to promoting sustainable transport (section 9) paragraph 103 advises that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. Continuing, paragraph 104 (e) states that planning policies should provide for any large scale transport facilities that need to be located in the area and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy.

4.6 Paragraph 127 (Section 12 Achieving well-designed places) seeks to ensure that development will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development.

4.7 Section 14 discusses meeting the challenge of climate change, flooding and coastal change with section 15 considers conserving and enhancing the natural environment including ground conditions and pollution.

### **DRAFT DEVELOPMENT CONTROL LOCAL PLAN (DCLP) 2005**

4.8 City of York Council does not have a formally adopted Local Plan. Nevertheless The City of York Draft Local Plan Incorporating the Fourth Set of Changes

Development Control Local Plan (Approved April 2005) was approved for Development Management purposes (the DCLP).

4.9 The 2005 Draft Local Plan (DCLP) does not form part of the statutory development plan for the purposes of S38 of the 1990 Act. Its policies are however considered to be capable of being material considerations in the determination of planning applications, where policies relevant to the application (outlined in section 2 of this report above) are consistent with those in the NPPF, although it is considered that their weight is very limited.

## PUBLICATION DRAFT LOCAL PLAN 2018

4.10 The Publication Draft Local Plan 2018 was submitted for examination on 25 May 2018. The emerging Draft Local Plan policies can be afforded limited weight at this stage of preparation, and subject to their conformity with the NPPF. The evidence base underpinning the emerging Local Plan is capable of being a material consideration in the determination of planning applications.

## APPRAISAL

### PRINCIPLE OF THE DEVELOPMENT

4.11 The application site is located within the site allocation York Central Action Area (DCLP 2005) and ST5 York Central in the emerging plan. This designation is to enable the delivery of a mixed-used urban quarter providing employment, residential, cultural and leisure facilities. It is acknowledged that an outline application (with all matters reserved) has been submitted to the Local Planning Authority, however this is at an early stage of the application consideration and the development of the wider site will comprise of a phased development over many years. Detailed within emerging plan policy SS4 York Central, the mix of uses permitted within York Central includes offices (Class B1).

4.12 The use of this southern part of the York Central site, for a temporary period of 5 years will not impact upon the delivery or enabling works of York Central. The supporting information submitted within the application detail that there may be modifications required to the site access to accommodate the York Central infrastructure; however other adjacent uses would have to be accommodated during any works. There is no reason to suggest that alterations to the site's access would hinder the ability to operate the site in the manner proposed in the application. Furthermore, the site is earmarked for development in the latter phases of York Central and it is anticipated that the proposed office use would have ceased before the land is required for development. It is not considered therefore, that the use of the site for office development would preclude the future development of the allocated area.

4.13 A key component to delivering the upgrading of the East Coast Mainline phase 2 project is to enable all the six partners to be located in a single office location/base. Whilst other sites have been investigated, these were primarily discounted due to location, capacity (able to accommodate 170 staff) and timescales for availability in order to meet the project timescales. Additionally, the location will take advantage of the relationship to railway operators and existing rail infrastructure.

4.14 Concerns have been raised regarding the project over-running and the requirement for the building to be in situ longer than the expected 5 years. The collaborative working during the early phases of the project is essential, with the number of partners involved. Network Rail have advised that if the project is likely to over-run, this is likely to be at a stage of the project where a reduced number of people will be involved in specific project issues, the partnerships have thus become well established and the collaborative office space is of less significance. At this stage, staff could be relocated back to their primary office or it is likely that the project will have moved further up the country and into Scotland.

4.15 The provision of the site for employment uses is considered acceptable in principle in respect to national and local planning policies subject to design, access and highways and any other environmental impacts and will not hinder the development of the York Central allocation in this location.

## DESIGN, LAYOUT AND LANDSCAPING

4.16 The proposed office building is a modular building. The site is situated to the rear of the railway station, separated by the long-stay car parks and existing railway buildings. The site already contains a number of industrial buildings, some of which vary in height and there is no defined character. The building does not offer any architectural merit but as the permission is sought on a temporarily basis, the importance on good design quality is of lower importance. On this basis, its design and construction is considered acceptable.

4.17 A number of recommendations have been made in order to improve its design quality and to avoid underwhelming the York Central experience, such as reducing it to single storey and providing visual screening, such as hoardings. As part of York Central, a new access road will be constructed though the site with its construction anticipated to be finalised by 2021. As consent is sought for 5 years, the two storey pre-fabricated cabins could still be in situ by 2023 and are likely to be the first building seen on the approach to the station. At this stage, York Central is at its consideration stage with no application determined. Whilst suggestion has been made that the building reduced to occupy a larger footprint, this is likely to have an impact upon the construction of the road and the positioning of the building is already restricted by the main sewer, and the building over of such sewer would not be acceptable. It is also acknowledged that in the early stages of development, the York Central site will be a construction site, with a number of construction compounds predominately for the

early enabling and infrastructure works, this building is unlikely to look out of place, for the initial period.

4.18 Palisade fencing is positioned along the shared boundary with Cinder Lane and this will be incorporated to enclose the building and car parking. Given the presence of this type of fencing in the locality, it would not be out of character.

## HIGHWAYS ACCESS AND PARKING ARRANGEMENTS

4.19 Access to the existing Network Rail operational land, which this site is located within, is primarily accessed via a gated entrance off Leeman Road. The site is immediately adjacent to Cinder Lane, which is a pedestrian/cycle footpath, leading from Leeman Road to Holgate and provides access to the railway long stay car parks; however this footpath is separated from the application site from existing palisade fencing. The plans indicate the site to be enclosed by a 1.8m high palisade fence. A gate is indicated to be provided to enable pedestrian and cycle access from Cinder Lane and the rear of the railway station and commuter overflow car parking. There are concerns as to the safety and security implications of public access to the depot and wider Network Rail operational land and therefore the site will be enclosed by palisade fencing.

4.20 To accommodate cyclists, 28 covered cycle spaces shall be provided through 14 Sheffield stands. Shower facilities will be provided within the temporary building. The DCLP parking standards (Appendix E) requires 32 cycle parking spaces. Whilst there is a shortfall of 4 spaces, this level of provision is considered to be acceptable.

4.21 In respect to sustainable transport modes, the site is well positioned to take advantage of travel to and from the site by bus and train travel, cycling and walking. However, the application includes provision for 62 car parking spaces, with two of these allocated as electric recharging points and three accessible spaces. The DCLP parking standards (Appendix E) recommends 43 car parking spaces relating to the office floorspace provision. However the increase in 19 spaces is considered acceptable given the potential operational requirement including temporary parking at short notice. As part of the project, it is likely that some of the project team will be required to work remotely and there is an element of necessary car-borne travel required to implement the project.

4.22 The impact of the residual traffic as a result of the development is likely to be minimal. The application includes measures to minimise the use of the private car and its location is considered to be a sustainable location for employment uses.

## LAND CONTAMINATION

4.23 The site has history of industrial uses which could have resulted in potential contamination. The application is supported by a land contamination report which

indicates that there is a moderate risk to human health from potential contamination. Whilst a further site assessment is required to assess any further risk and can be secured by condition, at this stage the contamination report does not suggest that any potential contamination present at the site would prevent the use of the site for office development.

## ECOLOGY

4.24 The site is an area of brownfield land that predominately comprises of a mix of hardstanding, bare ground and scattered vegetation and grassland. The application is supported by an extended phase 1 habitat survey. In regards to Bats, these have been recorded approximately 400m south of the site in an area of housing. None of the trees on the site were found to support features capable of supporting roosting bats. The habitat on site is considered to have the potential to support common bird species, with abundant similar habitat in the wider area along the railway corridor. The report recommends bird boxes to be incorporated in to the development to provide nesting opportunities for bird on the site however, it is unlikely that given the construction of the building incorporating bird boxes into its design are unlikely to be achievable. Furthermore the loss of the existing habitat for birds currently within the site is likely to be negligible and officers are satisfied that it is not necessary for mitigation measures to be incorporated into the scheme.

## DRAINAGE

4.25 The application site is located within flood zone 1, where there is a low risk of flooding. There is a main sewer running through the site with the proposals taking this into account; however the sewers precise position had not been fully surveyed prior to the application being submitted. During the course of the application, a drainage report and survey plan has been submitted. Whilst some of the issues outlined by FRMT have not been addressed, including information to agree a permitted foul and surface water discharge rate, discharge point or indicative attenuation volumes, given the temporary nature, design and location of the scheme a drainage scheme can be designed and this shall be secured via condition to reflect the above outstanding information.

## AMENITY IMPACTS

4.26 The site is not in close proximity to any current residential development or other sensitive sites and the proposed office development would be compatible with surrounding land uses.

## 5.0 CONCLUSION

5.1 The site is allocated within the York Central which seeks the delivery of a mixed-used urban quarter mixed use including offices. Temporary consent for 5

years is sought to enable the delivery of a rail infrastructure project and officers consider that the timescales, its location within the wider York Central site avoiding the proposed new access route and its use for office use would not preclude the future development of the allocated area. Whilst there maybe some visual impacts in terms of the timescales of both projects, officers consider that development could not be withheld for these reasons and that the development represents sustainable development supported by relevant policies in the NPPF.

5.2 Surrounding neighbouring users are commercial and industrial in nature and the proposed office use is therefore compatible with the locality. The location of the development will take advantage of sustainable transport modes, including the close proximity to the railway station with pedestrian links to Cinder Lane.

5.3 As such, the proposal is considered to accord with national guidance in the NPPF and the Draft Development Control Local Plan Policies for a temporary period of 5 years and other relevant conditions.

## **6.0 RECOMMENDATION:** Approve

1 Within 5 years of the date of this permission, the building and all associated infrastructure (including but not limited to lighting columns and security hut) shall be removed and the land shall then be returned to its previous condition and use.

Reason: Planning permission is granted on a temporary basis to allow the Phase 2 East Coast Main Line Power Supply Upgrade Programme to be implemented and the retention of the building as a permanent structure would conflict with the ability to re-develop the York Central allocation site, conflicting with Policies YC1 of the DCLP 2005 and SS4 in the Publication Draft Local Plan 2018.

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

Drawing no. 121948-JAC-SKE-CV 000006 A01.3 Proposed Teardrop Building Elevations

Drawing no. 121948-JAC-SKE-CV 000007 A01.2 Proposed Teardrop Building Elevations

Drawing no. 121948-JAC-SKE-CV 000008 A01.6 Proposed Teardrop Site Plan

Drawing no. 121948-JAC-SKE-CV 000012 A01.2 Proposed Teardrop Site Plan

Drawing no. 152605-JAC-SKE-CV-000015 A01.1 Proposed Teardrop Pedsetrian Gate Detail

Drawing no. 18.20106-IBL-MB-XX-DR-0200-S2-PO2 GA Elevations

Drawing no. 18.2 0106-IBL-MB-XX-DR-0101-S2-PO2 First Floor GA Plan

Drawing no. 18.20106-IBL-MB-XX-DR-0100-S2-PO2 Ground floor GA Plan

Reason: For the avoidance of doubt and to ensure that the development is carried out

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only as approved by the Local Planning Authority.

3 Prior to the occupation of the office building 2 Electric Vehicle Recharging Point(s) shall be provided in a position and to a specification to be first agreed in writing by the Council. Within 3 months of the first occupation of the development, the owner will submit to the Council for approval in writing (such approval not be unreasonably withheld or delayed) an Electric Vehicle Recharging Point Maintenance Plan that will detail the maintenance, servicing and networking arrangements for each Electric Vehicle Recharging Point for a period of 5 years or until the temporary permission ceases.

Reason: To promote and facilitate the uptake of electric vehicles on the site in line with the Council's Low Emission Strategy (LES) and the National Planning Policy Framework (NPPF).

#### Notes

- Electric Vehicle Charging Points should incorporate a suitably rated 32A 'IEC 62196' electrical socket to allow 'Mode 3' charging of an electric vehicle. They should also include facilities for 'Mode 2' charging using a standard 13A 3 pin socket.
- Each Electric Vehicle Charge Points should include sufficient cabling and groundwork to upgrade that unit and to provide for an additional Electrical Vehicle Recharging Point of the same specification, should demand require this in this future.
- Charging points should be located in a prominent position on the site and should be for the exclusive use of zero emission vehicles. Parking bay marking and signage should reflect this.
- All electrical circuits/installations shall comply with the electrical requirements of BS7671:2008 as well as conform to the IET code of practice on Electrical Vehicle Charging Equipment installation (2015)."

4 Prior to development, an investigation and risk assessment (in addition to any assessment provided with the planning application) must be undertaken to assess the nature and extent of any land contamination. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

- (i) a survey of the extent, scale and nature of contamination (including ground gases where appropriate);
- (ii) an assessment of the potential risks to:
  - human health,

- property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
- adjoining land,
- groundwaters and surface waters,
- ecological systems,
- archaeological sites and ancient monuments;

(iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

5 Prior to development, a detailed remediation scheme to bring the site to a condition suitable for the intended use (by removing unacceptable risks to human health, buildings and other property and the natural and historical environment) must be prepared and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

6 Prior to first occupation or use, the approved remediation scheme must be carried out in accordance with its terms and a verification report that demonstrates the effectiveness of the remediation carried out must be produced and is subject to the approval in writing of the Local Planning Authority.

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

7 In the event that unexpected contamination is found at any time when carrying out the approved development, it must be reported in writing immediately to the Local

Planning Authority. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme must be prepared, which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

8 No groundwork shall commence on site until the applicant has secured the implementation of a programme of archaeological work (a watching brief on all ground works by an approved archaeological unit) in accordance with a specification approved by the Local Planning Authority. This programme and the archaeological unit shall be approved in writing by the Local Planning Authority before development commences.

Reason: The site lies within the Central Area of Archaeological Importance and the development may affect important archaeological deposits which must be recorded during the construction programme.

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

Reason: In the interest of satisfactory and sustainable drainage.

10 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

except 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 Strategic Flood Risk Assessment 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 20% allowance for climate change. The modelling must use a range of storm durations, with both summer and winter profiles, to find the worst-case volume required.

If existing connected impermeable areas not proven then a Greenfield run-off rate based on 1.4 l/sec/ha or if shall be used for the above. For the smaller developments where the Greenfield run-off rate is less than 1.4 l/sec/ha and becomes impractical and unsustainable then a lowest rate of 2 l/sec shall be used.

Surface water shall not be connected to any foul / combined sewer, if a suitable surface water sewer is available.

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.

11 Unless otherwise approved in writing by the local planning authority, there shall be no piped discharge of surface water from the development prior to the completion of the approved surface water drainage works and no buildings shall be occupied or brought into use prior to completion of the approved foul drainage works.

Reason: So that the Local Planning Authority may be satisfied that no foul and surface water discharges take place until proper provision has been made for their disposal.

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## 7.0 INFORMATIVES:

### 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 took the following steps in order to achieve a positive outcome:

- Negotiation and submission of further drainage details
- Discussion regarding the relationship with other proposed developments

### 2. Drainage

The public sewer network does not have capacity to accept an unrestricted discharge of surface water. Surface water discharge to the existing public sewer network must only be as a last resort, the developer is required to eliminate other means of surface water disposal.

#### **Contact details:**

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