

COMMITTEE REPORT

Date: 25 November 2020 **Ward:** Rawcliffe And Clifton Without
Team: West Area **Parish:** Clifton Without Parish Council

Reference: 20/00148/FULM
Application at: The Tile Company Unit 2 Kettlestring Lane York YO30 4XF
For: Erection of eight units for light industry or general industry or storage/distribution or storage/distribution with ancillary trade counter use (use classes B1(c), B2, B8); erection of one unit for the use of motor vehicle repairs or light industry or general industry or storage/distribution or storage/distribution with ancillary trade counter use (use classes B1(c), B2, B8); erection of substation; and associated car parking and landscaping following demolition of Unit 2 Kettlestring Lane and Unit 1 Lysander Close
By: Mr George Cornwall-Legh
Application Type: Major Full Application
Target Date: 2 December 2020
Recommendation: Approve

1.0 PROPOSAL

1.1 The application comprises:

- Erection of eight units for light industry or general industry or storage/distribution or storage/distribution with ancillary trade counter use (use classes B1(c), B2, B8);
- Erection of one unit (unit 7) for the use of motor vehicle repairs or light industry or general industry or storage/distribution or storage/distribution with ancillary trade counter use (use classes B1(c), B2, B8);
- Erection of a substation (this is included in the development in case an end user requires a capacity in excess of current capacity, the sub-station may not be needed nor implemented);
- Associated car parking, refuse/recycling facilities, cycle storage and landscaping; and
- Demolition of two existing commercial units totalling 1441sqm.

- Closure of two existing vehicular accesses.

1.2 The proposed commercial floorspace would total 2943sqm GIA, comprising:

- 3 units of 454sqm
- 1 unit of 390sqm
- 1 unit of 325sqm
- 2 units of 293sqm
- 2 units of 140sqm

1.3 94 car parking spaces would be provided. Of these, 27 would replace existing spaces within the site. 67 would be additional spaces required as a result of the development. 23 of the additional spaces would be made available to unit no 7. Three existing accesses into the site would be retained to serve the new development.

APPLICATION SITE

1.4 A commercial plot of 1.02ha within Clifton Moor Industrial Estate. The site currently has two freestanding commercial units. Both are vacant. Total existing floorspace is 1441sqm GIA. Three of the site's four frontages face the public highway at Kettlestring Lane and Lysander Close. The fourth frontage faces the rear of a kitchen supply shop. The area is predominantly mixed commercial.

2.0 POLICY CONTEXT

2.1 The National Planning Policy Framework (NPPF) requires local planning authorities to seek to approve applications for sustainable development where possible and work with applicants to secure developments that improve the economic, social and environmental conditions of the area (paragraph 38).

2.2 The Publication Draft Local Plan 2018 (the 'emerging plan') was submitted for examination on 25 May 2018. Phase 1 of the hearings into the examination of the Local Plan took place in December 2019. In accordance with paragraph 48 of the NPPF the emerging 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).

2.3 Relevant policies of the emerging plan are:

- DP2 Sustainable Development
- DP4 Approach to Development Management
- D1 Placemaking
- D2 Landscape and Setting
- ENV2 Managing Environmental Quality
- ENV5 Sustainable Drainage
- T1 Sustainable Access
- CC1 Renewable and Low Carbon Energy
- CC2 Sustainable Design and Construction

2.4 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 and its policies carry very limited weight.

3.0 CONSULTATIONS

INTERNAL

Highways Network Management

3.1 The access, site layout, car parking and revised cycle storage are acceptable. Add standard conditions regarding provision of car parking, turning areas, details of cycle storage and submission of a travel plan.

Forward Planning

3.2 Given the advanced stage of the preparation of the emerging plan, the lack of significant objection to the emerging policies relevant to this application and the consistency with the Framework the policy requirements of the relevant emerging plan policies should be applied with moderate weight. The application seeks to provide employment use on a vacant brownfield. The location of the development and the proposed use is supported, subject to the conditioning of the trade counter not exceeding 10% of the net floorspace of the building and demonstration of the carbon reduction/sustainable design and construction measures to be used to meet policy requirements.

Design, Conservation and Sustainable Development (Landscape Architect)

3.3 Most of the trees on the application site, whilst not remarkable, make a positive contribution to the street. The proposed development would result in the loss of several trees that are suitable for retention. Furthermore the significant increase in the footprint of development on the site would prevent the provision of adequate replacement trees/planting. For the building to sit within a reasonably attractive landscape of a suitable scale and nature the main building (units 1-7) should be set much further back from the pavement on Lysander Close so that a line of trees could be comfortably accommodated in front of this long elevation. In order to do this there should be some loss of footprint and/or parking spaces.

Public Protection

3.4 The conclusions of the submitted geo-environmental report requiring further site investigation works are accepted. The investigative works should include gas monitoring. Due to the location of the proposed units not being close to noise sensitive receptors - and that previous uses on the site have been similar - this department has no comments in relation to noise impact. No objection subject to standard conditions regarding land contamination, hours of construction, submission of a construction environmental management plan and electric vehicle recharging.

Flood Risk Management

3.5 Soakaways will not work in this location. The existing connected impermeable areas and connection to public sewer have not been proven therefore the proposed surface water discharge rate of 62.7 litres per second and proposed connection point are not agreed. Although the submitted drainage impact assessment is not acceptable I am content that proper drainage details can be sought by way of conditions if planning permission is to be granted.

EXTERNAL

Clifton Without Parish Council

3.6 No response.

Yorkshire Water

3.7 If planning permission is to be granted, add conditions requiring separate systems of drainage for foul and surface water and submission of drainage details, including 30% attenuation. The developer is proposing to discharge surface water to public sewer. Yorkshire Water promotes the surface water disposal hierarchy. The developer must provide evidence to demonstrate that surface water disposal via infiltration or watercourse are not reasonably practical before considering disposal to public sewer.

Kyle and Upper Ouse Internal Drainage Board

3.8 If the surface water were to be disposed of via a soakaway system, percolation tests must be undertaken to establish if the ground conditions are suitable for it. If surface water is to be directed to a mains sewer system the water authority must be satisfied that the existing system will accept this additional flow. This should be made a condition of planning permission. If the surface water is to be discharged to any ordinary watercourse within the IDB's district consent from the IDB would be required in addition to planning permission, and would be restricted to 1.4 litres per second per hectare or greenfield runoff rate.

4.0 REPRESENTATIONS

4.1 None received.

5.0 APPRAISAL

5.1 MAIN ISSUES

- Principle of the development
- Local economy
- Character and appearance
- Landscaping
- Access and parking
- Impact on surrounding occupiers
- Drainage
- Climate Change

PRINCIPLE OF THE DEVELOPMENT

5.2 The site is in a well-established commercial area. The proposed uses are acceptable in principle subject to other material planning considerations.

5.3 The application specifically seeks approval for a trade counter, ancillary to the proposed storage/distribution use. Extensive trade counter use would reduce the employment floorspace (contrary to policy EC2 of the emerging plan) and could have a detrimental impact on existing centres (contrary to policy EC1 of the emerging plan). To avoid this harm the applicant has accepted a 20% limit on the amount of floorspace to be occupied by the trade counter. Although Forward Planning officers suggest that the trade counter occupy no more than 10% of the total floorspace the council has accepted up to 20% in comparable cases elsewhere. This higher maximum figure should be made a condition of approval.

LOCAL ECONOMY

5.4 The NPPF states that significant weight should be placed on the need to support economic growth and productivity, taking into account local business needs and wider opportunities for development (paragraph 80). The proposal would increase the quantity and quality of commercial floorspace to the general benefit of the local economy and support the sustainable development policy DP2 of the emerging plan. The amount of employment that the building would provide will depend on the end use and user, neither of which are known at present because the development is speculative. The applicant estimates (using the Homes & Communities Agency 'Employment Density Guide') that if all the units were occupied by B2 uses (general industry) they would create approximately 82 jobs. Current employment is zero because the existing buildings on the site are vacant. The methodology in the Government's Employment Density Guide would estimate the existing floorspace to provide approximately 40 jobs, if all units were in B2 use.

CHARACTER AND APPEARANCE

5.5 Paragraph 130 of the NPPF states that permission should be refused for poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions. The scale, design, appearance and external materials (mainly two-tone grey cladding on a blue brick plinth) are in keeping with the character of the area. They comply with policy D1 of the emerging plan and relevant paragraphs in section 12 of the NPPF. A condition should be attached requiring materials to be submitted for approval.

LANDSCAPING

5.6 Policy D2 of the emerging plan encourages and supports proposals that, among other things: (ii) conserve and enhance landscape quality and character; and (v) recognise the significance of landscape features such as mature trees and hedges. The application includes perimeter landscaping which mainly comprises some tree retention, replacement tree planting along the Kettlestring Lane (eastern) frontage, hedge planting, shrubbery and ground cover. Although Clifton Moor is a commercial area the trees and shrubbery across the Clifton Moor estate make a valuable contribution to the amenity of the area and the quality of the commercial environment for occupiers and investors, as do the existing trees and shrubs across the application site. The existing buildings on the application site are set back from the street frontages in such a way that the buildings are seen within a reasonable setting of individual, young-mature trees and shrubbery. The proposals would more than double the development footprint on the site, removing most of the trees and restricting the extent of replacement trees/planting. Furthermore, in order to retain three existing accesses and to provide adequate parking and turning space the new blocks would be located close to the highway boundary at Lysander Close. As a result the strip available for landscaping would be only at 3m-5m wide. It would be sufficient to accommodate five retained maturing trees (2 x cherry, 2 x alder and 1 x

birch), a 1.8m-wide hedge and ground cover but would be too narrow to enable replacement trees of sufficient size and quantity to be provided and to thrive.

ACCESS AND PARKING

5.7 Two existing accesses, i.e. those on the site's northern boundary, would be closed. The other existing accesses, on the west and east boundaries, would be retained. Turning and manoeuvring space for large vehicles would be provided in the centre of the site, as would most of the car parking. The 94 car parking spaces would include six spaces to disability standard, recharging facilities for three electric vehicles and passive provision for three further electric vehicles. All categories comply with LPA requirements. 19 of the car parking spaces would be for the sole use of unit 7 (motor vehicle repairs). 20 secure, covered cycle spaces would be provided. Their number and location comply with LPA standards. Provision of these cycle spaces should be made a condition of planning permission.

IMPACT ON SURROUNDING OCCUPIERS

5.8 Policy ENV2 states that development will not be permitted where future occupiers and existing communities would be subject to significant adverse environmental impacts without effective mitigation. The site is in an industrial/commercial area with no residential dwellings in the vicinity. In order to protect the local environment Public Protection officers are recommending various conditions including submission of a construction environmental management plan (CEMP). Bearing in mind the area's commercial character, the scale of the proposed building, its relatively straightforward construction and/or the safeguards provided by existing public protection legislation, officers consider that submission of a CEMP would, in this case, be inappropriate and unnecessary. The other conditions proposed by Public Protection, namely those relating to land contamination and provision of electric vehicle recharging points are necessary and reasonable.

DRAINAGE

5.9 Paragraph 155 of the NPPF states that in determining planning applications local planning authorities should ensure that flood risk is not increased elsewhere. Policy ENV4 of the emerging plan states that new development shall not be subject to unacceptable flood risk and shall be designed and constructed in a way that mitigates against flood events.

5.10 The site is in low risk flood zone 1 and should not suffer from river flooding. There is an existing surface and foul water drainage which serves the existing buildings and car parking. There is an adopted Yorkshire Water surface water sewer which crosses the site and would have to be diverted. Soakaways will not work in this location. The schematic drainage layout shows that surface water

would be stored on site in attenuation tanks before being discharged to the existing public sewers at attenuated rates. The existing connected impermeable areas and connection to public sewer have not been proven therefore the proposed surface water discharge rate of 62.7 litres per second and proposed connection point are not agreed. Nevertheless enough information has been submitted to enable proper drainage details to be sought by way of conditions if planning permission were to be granted. The diversion of the public sewer would be subject to Yorkshire Water's requirements and formal procedure in accordance with Section 185 of the Water Industry Act 1991.

CLIMATE CHANGE

5.11 The submitted planning statement says that energy efficiency measures will be incorporated where possible. Specifically, local low carbon and renewable energy technologies, such as air source heat pumps or solar photovoltaics, will be investigated during technical design and incorporated where feasible. Policy CC1 requires new buildings to achieve a reduction in carbon emissions of at least 28%. This should be achieved through the provision of renewable and low carbon technologies in the locality or through energy efficiency measures. The applicant's intention is to meet the requirements of policy CC1 and has agreed to a planning condition to that effect. To meet the condition the developer has specified a higher thermal performance for the building fabric, the design loading of the structural frame has been enhanced to facilitate the future installation of photovoltaics

5.12 Policy CC2 requires all new non-residential buildings with a floorspace greater than 100sqm to achieve a BREEAM rating of 'excellent'. This is normally secured by a planning condition. The applicant originally submitted a BREEAM pre-assessment report which stated that the development would achieve a rating of 'very good.' The applicant has confirmed that it is their intention to meet the requirements of policy CC2 and BREEAM "Excellent" and has identified the categories where an uplift in the BREEAM score can be achieved, including (in addition to that outlined in 5.11 above) responsible sourcing of construction products, recycled and sustainably sourced materials, security performance against a range of threats.

6.0 CONCLUSION

6.1 The redevelopment would support the local economy by increasing employment floor space on a brownfield site in a sustainable location. The general building form and character are in keeping with the character of the area. The loss of a proportion of the landscaped boundaries of the site is considered to result in some harm to the character and appearance of the area. However in the planning balance it is considered that the benefits of the proposal outweigh this identified harm and that the application complies with national planning policy in the NPPF and relevant policies of the emerging local plan.

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 approved plans:

1906 PL 100	Location Plan
1906 PL 102R	Proposed Site Plan
1906 PL 105D	Proposed Ground floor units 1-7
1906 PL 107B	Proposed Roof Plan Units 1-7
1906 PL 108G	Proposed Elevations Units 1-7
1906 PL 120C	Proposed Cycle Storage
1906 PL111B	Proposed Elevations Units 8-9
1906 PL 121A	Perimeter Landscaping Plan
803 2 LA1A	Landscape Plan
803 2 LA2A	Bed Planting Plan

Reason: For the avoidance of doubt and to ensure that the development is carried out only as approved by the local planning authority.

3 Notwithstanding any proposed materials specified on the approved drawings or in the application form submitted with the application, samples of the external materials to be used shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the above-ground construction of the development. 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.

4 The development shall be carried out to a BRE Environmental Assessment Method (BREEAM) standard of 'Excellent'. A post-construction stage assessment shall be carried out and a post-construction stage certificate shall be submitted to the Local Planning Authority prior to occupation of the building (or in the case of the certificate as soon as practical after occupation). Should the development fail to achieve a BREEAM standard of 'excellent' a report shall be submitted for the written approval of the Local Planning Authority demonstrating what remedial measures should be undertaken to achieve 'excellent'. The approved remedial measures shall

then be undertaken within a timescale to be approved in writing by the Local Planning Authority.

Reason: In the interests of achieving a sustainable development in accordance with the requirements of Policy CC2 of the Publication Draft Local Plan 2018.

5 No above ground works shall take place until details of the reduction in carbon emissions the development hereby approved would achieve when compared against Part L of the Building Regulations (the notional building) have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details. The details shall demonstrate a reduction in carbon emissions of at least 28% through the provision of renewable or low carbon technologies or through energy efficiency measures when compared to the Target Emission Rate (calculated using Standard Assessment Procedure methodology as per Part L2A of the Building Regulations).

Reason: In the interests of sustainable design and in accordance with policies CC1 of the Publication Draft Local Plan 2018.

6 Prior to the development commencing details of the cycle parking facilities, including means of enclosure, for 20 cycles shall be submitted to and approved in writing by the Local Planning Authority. The building shall not be occupied until the cycle parking areas and means of enclosure have been provided within the site in accordance with such approved details, and these areas shall not be used for any purpose other than the parking of cycles.

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

7 Each phase of the development shall not be occupied until the areas shown on the approved plans for parking and manoeuvring of vehicles have been constructed and laid out in accordance with the approved plans. A phasing plan shall be submitted to and approved in writing by the local planning authority. Thereafter these areas shall be retained free of all obstructions and used solely for the intended purpose.

Reason: In the interests of highway safety.

8 Within 6 months of first occupation of the development a travel plan shall be submitted to the council for approval in writing. The development shall subsequently be occupied in accordance with the aims, measures and outcomes of the travel plan as approved in writing by the local planning authority.

Reason: To ensure that the development complies with national and local transportation guidance and to ensure that adequate provision is made for the

movement of vehicles, pedestrians, cycles and other modes of transport to and from the site together with parking on site for these users.

9 Prior to development, an investigation and risk assessment (in addition to any assessment provided with the planning application) shall be undertaken to assess the nature and extent of any land contamination. The investigation and risk assessment shall be undertaken by competent persons and a written report of the findings shall be produced and submitted to the local planning authority for approval in writing. The report of the findings shall 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:
 - o human health,
 - o property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
 - o adjoining land,
 - o groundwaters and surface waters,
 - o ecological systems,
 - o archaeological sites and ancient monuments;
- (iii) an appraisal of remedial options, and proposal of the preferred option(s).

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.

10 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) shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme shall 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.

11 Prior to first occupation or use, the approved remediation scheme shall be carried out in accordance with its terms and a verification report that demonstrates the effectiveness of the remediation carried out shall be produced and submitted to the local planning authority for approval in writing.

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.

12 In the event that unexpected contamination is found at any time when carrying out the approved development, it shall be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment shall be undertaken and where remediation is necessary a remediation scheme shall be prepared and submitted to the local planning authority for approval in writing. Following completion of measures identified in the approved remediation scheme a verification report shall be prepared and submitted to the local planning authority for approval in writing.

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.

13 Prior to first occupation of the development 3 no. electric vehicle recharging points shall be provided in a position and to a specification previously agreed in writing by the local planning authority. The charging points shall be located in a prominent position on the site and shall be for the exclusive use of zero emission vehicles.

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).

14 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.

15 Prior to commencement of the development details of foul and surface water drainage, including balancing/attenuation, shall be submitted to and approved in writing by the Local Planning Authority and thereafter implemented in accordance with the approved details.

Reason: In the interests of sustainable drainage.

16 No construction works in the relevant area(s) of the site shall commence until measures to protect the public sewerage infrastructure that is laid within the site boundary have been implemented in full accordance with details that shall have been submitted to and approved in writing by the Local Planning Authority. The details shall include but not be exclusive to the means of ensuring that access to the pipe for the purposes of repair and maintenance by the statutory undertaker shall be retained at all times. If the required stand-off or protection measures are to be achieved via diversion or closure of the sewer the developer shall submit evidence to the Local Planning Authority that the diversion or closure has been agreed with the relevant statutory undertaker and that, prior to construction in the affected area, the approved works have been undertaken.

Reason: In the interest of public health and maintaining the public sewer network.

17 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 building 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.

18 The development shall not be occupied until there has been submitted and approved in writing by the Local Planning Authority a detailed landscaping scheme which shall illustrate the number, species, height and position of trees and shrubs. This scheme shall be implemented within a period of six months of the completion of the development. Any trees or plants which die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless alternatives are approved in writing by the Local Planning Authority.

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

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, in seeking solutions to problems identified during the processing of the application, the local planning authority negotiated changes to cycle parking provision and landscaping.

2. DRAINAGE DESIGN CONSIDERATIONS

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. 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 (SuDs). 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 SuDs.

As SuDs methods have been 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 during a 1 in 1 year storm event 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.

In some instances design flows from minor developments may be so small that the

restriction of flows may be difficult to achieve. However, through careful selection of source control or SuDS techniques it should be possible to manage or restrict flows from the site to a minimum 0.5 l/sec for individual residential properties, please discuss any design issues with the City of York Council Flood Risk Management Team.

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.

3. AINSTY INTERNAL DRAINAGE BOARD

Any surface water discharge into any watercourses in, on, under or near the site requires consent from the Drainage Board. For further guidance, pre-application advice & consent form visit: www.shiregroup-idbs.gov.uk, and select 'Kyle & Upper Ouse IDB'. For direct enquiries e-mail: planning@shiregroup-idbs.gov.uk. No obstructions within 7 metres of the edge of an ordinary watercourse are permitted without consent from the Internal Drainage Board. If surface water or works are planned adjacent to a Main River within the Drainage District, then the Environment Agency should be contacted for any relevant Permits.

4. ELECTRIC VEHICLE RECHARGING

Electric vehicle charging points should incorporate a suitably rated 32A 'IEC 62196' electrical socket to allow 'Mode 3' charging of an electric vehicle. The exact specification is subject to agreement in writing with the council. The location of charging points should be identified by parking bay marking and signage. All electrical circuits/installations shall comply with the electrical requirements in force at the time of installation.

5. HIGHWAY WORKS

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

Works in the highway - Section 171 - Vehicle Crossing - Section 184 - (01904) 551550 - streetworks@york.gov.uk

Contact details:

Case Officer: Kevin O'Connell
Tel No: 01904 552830