

COMMITTEE REPORT

Committee: Planning Committee **Ward:** Rural West York
Date: 23 November 2006 **Parish:** Nether Poppleton Parish Council

Reference: 06/01940/REMM
Application at: York Business Park Great North Way Nether Poppleton York YO26 6RB
For: Reserved matters application for erection of 19 no. business units (B1 use class) pursuant to outline planning permission 05/02181/OUT granted 12th October 2005 (resubmission)
By: Business Living Ltd
Application Type: Major Reserved Matters Application (13w)
Target Date: 6 December 2006

1.0 PROPOSAL

1.1 The applicant seeks reserved matters approval for the erection of 19no. business units (B1 use class) pursuant to outline planning permission 05/02181/OUT.

1.2 The business units will be used solely for B1 "Business"

1.3 York Business Park is an established employments site and this proposal compliments existing and other proposed uses on the site.

Relevant History

a) 6.116.164.Q.OUT - Outline Planning for Mixed Business, Commercial and Industrial Employment Park - Approved 27.02.96

b) 99/00238/OUT - Renewal of planning permission 6/116/164Q/OUT for a mixed business, commercial and industrial employment park.

Application 99/00238/OUT was considered to be invalid and resulted in an applicant appeal.

c) T/APP/C2741/A/99/1023645: Renewal of Outline Permission - "The appeal is allowed and planning permission granted in accordance with the terms of the application, and the plans submitted therewith, subject to the following conditions"

Condition ii of the above states "The permission hereby granted shall only be for development within Use Class B1, B2, B8 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (or any order revoking or re-enacting that Order)

d) 02/02533/FUL: Non-Compliance with condition (1) of the planning permission T/APP/C2741/A/99/1023645 (LPA Ref: 99/00238/OUT) for the extension of time period for submission of reserved matters. - Approved 31st October 2002

e) 05/02181/FUL: Non-Compliance with condition (1) of the planning permission T/APP/C2741/A/99/1023645 (LPA Ref: 02/02533/OUT) for the extension of time period for submission of reserved matters. - Approved 14th February 2006

2.0 POLICY CONTEXT

2.1 Development Plan Allocation:

City Boundary York City Boundary 0001

DC Area Teams West Area 0004

2.2 Policies:

CYT4

Cycle parking standards

CYGP4A

Sustainability

CYGP1

Design

3.0 CONSULTATIONS

INTERNAL

3.1 City Development - No Objections

The Development Control Officer must be satisfied that the proposal meets the requirements of the aforementioned policy. (GP4a and T4). Further comments should be sought on design, landscaping and the highways department regarding access and parking standards.

3.2 Urban Design and Conservation (Landscape Architect) - No Objections

"Condition LAND1 should be included"

3.3 Highway Network Management - No Objections

"Some concerns are still raised over the location and design of the cycle parking facilities, however officers are satisfied that these details can be secured through a suitably worded condition"

3.4 York Consultancy (Drainage) - Insufficient Information

"Insufficient information has been provided by the Developer to determine the potential impact the proposals may have on the existing drainage system."

NOTE TO COMMITTEE

3.5 The disposal of surface water and site drainage was previously dealt with under the Planning Application 97/00263/REM dated 17th January 1997. (Plans Y95160/246 "Drainage Plan" and Plans Y95160/150 "Infrastructure Layout")

EXTERNAL

3.6 Nether Poppleton Parish Council - No Objections

4.0 APPRAISAL

KEY ISSUES

- * Policy Context
- * Design/Layout
- * Highway Issues
- * Landscaping
- * Sustainability
- * Drainage

4.1 Policy T4 - Cycle Parking Standards states in all new developments, cycle parking provision will be required in accordance with the standards set out in Appendix E.

For B1 (business), A1 (shops), A2 (Financial and professional services) and A3 (food and drink) proposals in York City Centre, commuted payments will be required to make up for any shortfall in the provision of on-site cycle parking spaces.

The City Council will seek to identify potential opportunities in and around the city centre to create a safe and sheltered cycle parking facility for the use of both commuters and shoppers.

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

4.3 GP4a - Sustainability: requires that proposals for development should have regard to the principles of sustainable development including accessibility of the development site by means other than the private car, contributing to the social

needs of the community (including housing), high quality design, enhancing local character and making adequate provision for storage and collection of refuse.

DESIGN/LAYOUT

4.4 The proposed buildings are all two storey in design. Units will be detached (x6), semi detached (x2) or blocked in threes (x3). Building heights vary between 8.9, 9.0 and 9.1 metres, significantly less than the hotel, leisure club and offices facing the ring road. Floor spaces do vary considerably, with individual units measuring 241 m sq (units 3, 4, 5, 6,15,16), 287 m sq (units 9, 10, 11, 14, 18, 19), 380 m sq (units 2, 6, 15, 16), 473 m sq (unit 1) and 566 m sq (unit 17). There has been established at York Business Park a pallet of subdued colours, the aforementioned pallet has been retained as part of the application. To avoid a uniformity in elevations conditions will be included; requesting the written approval of all external materials.

4.5 The site will be accessed from the south eastern exit of the roundabout already serving as a junction for White Rose Close and White Rose Way. An area of adoptable highway approx. 105 metres in length is to be created, with a junction for the application site created approx. 70 metres along its length. The application site will be accessed using a non adoptable road. The site has been divided into 7 cul de sacs all of which can be accessed from the aforementioned junction.

4.6 The service and access facilities are variable in terms of layout and provision. Frontage vehicular parking dominates across the site, however the applicants' have included some additional parking opposite and to the side of individual units. 150 parking spaces have been provided along with 8 cycle stores providing 132 parking spaces (the design of which has yet to be agreed). A designated cycle route (2 metres wide) linking White Rose Way and Great North Way meanders through the site, providing easy access to the proposed cycle stores. The cycleway will not be adopted and does not contribute to the wider cycle network.

HIGHWAY ISSUES

4.7 Issues relating to traffic generation have already been considered at the outline stage and therefore can not be considered as part of this application.

4.8 The Highway Layout and vehicle swept paths have been amended (Drawing No.2006114/101) to the satisfaction of Highway Network Management.

4.9 The internal layout will not be offered for adoption as publicly maintainable highway, however the internal layout has been design and constructed to an adoptable standard. All future maintenance liabilities for the scheme will therefore be the responsibility of the management company.

4.10 Vehicle swept paths demonstrating the practicality of the internal layout have been submitted and car parking levels are in accordance with the City of York Local Plan maximum standards (Appendix E "Car and Cycle Parking Standards")

LANDSCAPING

4.11 The application site to date contains no significant landscape features.

4.12 Landscape details and species specifications have been submitted (Drawing No. 3185-01) as requested by the Local Planning Authorities Landscape Officer.

4.13 Standard Trees, Extra Heavy Standard Trees, Semi Mature Trees, Ornamental Planting, Specimen Planting, Ornamental Hedging and a Screen Mix will be the predominant landscape features within the site. Individual specifications and quantities are set out in the "Indicative Planting Plan" submitted in conjunction with Drawing No. 3185-01.

4.14 Site boundaries running parallel to existing and proposed highways will be uniformly planted with Extra Heavy Standard trees (425-600cm in height) and ornamental hedging (80-100cm in height), creating a definitive and structured boundary. Boundaries adjoining other plots will adopt a more natural and sporadic planting scheme, which will act as a landscaped buffer. These area will be planted with Standard Trees (300-350cm in height) with screen mix planting (30-80cm in height) below.

4.15 Planting within the site is more ornamental and decorative in comparison to that around the periphery, however the range of planting mixes introduced combine to mitigate the visual impact of individual units and ancillary buildings.

4.16 A recreational area encompassing a range of landscape features has been proposed in a relatively central locality. This area would provide adequate recreational facilities for employees and users of the cycleway throughout the day.

SUSTAINABILITY

4.17 An overarching aim of the City of York Development Control Local Plan (2005), is to achieve sustainable design and construction. Policy GP4a requires all developments to regard the principles of sustainable development. The environmental performance of both new and existing buildings is assessed using the Building Research Establishment's Environmental Assessment Method (BREEAM). The aforementioned document would normally be required as part of any submission, in this instance condition 11 has been included requiring it submission with 1 month of the developments commencement. The developer is required to achieve a BREEAM "very good" or "excellent" assessment standard for this development.

DRAINAGE

4.18 The disposal of surface water and site drainage was previously dealt with under the Planning Application 97/00263/REM dated 17th January 1997.(Plans Y95160/246 "Drainage Plan" and Plans Y95160/150 "Infrastructure Layout").

5.0 CONCLUSION

5.1 Cumulatively, the overall layout and design of this reserved matters application represent little threat to the workability or purposes of the York Business Park. Subject to the successful submission of a "very good" to "excellent" BREEAM assessment; required by condition the application is considered to meet Policies T4, GP1, GP4A and Appendix E "Car and Cycle Parking Standards" of the City of York Development Control Draft Local Plan.

6.0 RECOMMENDATION: Approve

- 1 TIME2 Development start within three years
- 2 The development hereby permitted shall be carried out only in accordance with the following plans and other submitted details:-

Drg.No. 2587/51 - Site Layout Plan.
Drg.No. 2587/59 - Type 2 Cross Section.
Drg.No. 2587/58 - Type 1 Cross Section.
Drg.No. 2587/57 - 566 m sq/6100sq ft Unit 17 Plans and Elevations.
Drg.No. 2587/56 - 287 m sq/3100 sq ft Semi Detached Units 10&11, 18&19 Plans and Elevations
Drg.No. 2587/55 - 473 m sq/5100 sq ft Unit 1 Plans and Elevations.
Drg.No. 2587/54 - 380 m sq/4100 sq ft Units 2, 6, 15, 16 Plans and Elevations
Drg.No. 2587/53 - Units 7, 8, 12, 13 (241 m sq/2600 sq ft) 9, 14 (287 m sq/3100 sq ft) Plans and Elevations.
Drg.No. 2587/52 - Units 3,4,5 (241 m sq/2600 sq ft) Plans and Elevations.
Drg.No. 2587/50 - Site Location Plan
Drg.No. 2587/00 - Topographical Survey
3185-01 - Proposed Block Planting Plan
20061114/101 - Vehicle Swept Paths

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

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

- 3 LAND1 IN New Landscape details
- 4 VISQ8 Samples of exterior materials to be app
- 5 HWAY18 Cycle parking details to be agreed
- 6 HWAY19 Car and cycle parking laid out

- 7 HWAY21 Internal turning areas to be provided
- 8 HWAY26 Internal road details to be agreed
- 9 The developer shall aim to achieve a BREEAM "very good" or "excellent" assessment standard for the development. Unless otherwise agreed in writing with the Local Planning Authority within 1 month of the date of the commencement of construction of the development the developer shall submit in writing for the approval of the Local Planning Authority a BREEAM design assessment demonstrating the progress of the BREEAM assessment, the percentage score expected to be achieved and which standard this relates to. Where this does not meet at least a 'very good' standard then the developer must demonstrate what changes will be made to the development to achieve at least 'very good'.

Reason: In the interests of sustainable development

7.0 INFORMATIVES:

Notes to Applicant

1. INFORMATIVE:

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

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

2. REASON FOR APPROVAL

In the opinion of the Local Planning Authority the proposal, subject to the conditions listed above, would not cause undue harm to interests of acknowledged importance, with particular reference to visual amenity and highway issues. As such the proposal complies with Policies GP1, T4, GP4a of the City of York Development Control Draft Local Plan.

Contact details:

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