

COMMITTEE REPORT

Committee: Main Planning **Ward:** Heslington
Date: 27 March 2008 **Parish:** Heslington Parish Council

Reference: 08/00005/OUT
Application at: Proposed University Campus Lying Between Field Lane
Common Lane A64 Trunk Road And Hull Road York
For: Application under Section 73 of the Town and Country Planning
Act 1990 for development to take place without compliance with
approved plan C (ii) referred to in condition 1 of application
04/01700/OUT and its substitution by an amended plan to
increase building slab levels (building heights to remain
unchanged)
By: C/o Agent
Application Type: Outline Application
Target Date: 13 February 2008

1.0 PROPOSAL

1.1 The proposal is to vary condition 1 of the outline planning permission for a new university campus at Heslington East (04/01700/OUT) by replacing plan C(ii) with plan C(ii) Rev A. Reductions of both plans are attached together with a schedule of heights. Condition 1 of the outline consent lists the approved plans that accompany the planning permission. Plan C(ii) shows the maximum slab heights and maximum building heights above ordnance datum (AOD) for each building zone of the new campus. The revised plan would increase the maximum slab heights of 10 of the 15 zones by between 0.3m and 2.1m. The application does not seek to increase the maximum building heights AOD.

1.2 The outline planning permission includes 35 conditions. The approved plans listed in condition 1 of the outline consent describe the limitations on the development in terms of site area, building heights, accesses, development densities and access points. Detailed proposals for the development are required to be the subject of reserved matters applications. The first of those applications (08/00032/FULM), which is for a 622-bed college, is being considered by officers.

2.0 POLICY CONTEXT

2.1 Development Plan Allocation:

City Boundary York City Boundary 0001

DC Area Teams East Area (1) 0003

2.2 Policies:

CYGP1
Design

CGP15A
Development and Flood Risk

CYGB1
Development within the Green Belt

3.0 CONSULTATIONS

3.1 Internal
Structures and Drainage - No objections.

3.2 External
Heslington Parish Council - No response.
Environment Agency - No comments.
Public Consultation - The consultation period expired on 29 January 2008. One objection has been received from a local resident raising the following planning issues: The proposed amendment is a major material change that would affect the whole development; It is questionable whether it is appropriate for the local planning authority to determine the application; The application is a manipulation of the planning process because the information needed to determine the slab heights was known before the public inquiry; The university's justification for the proposal does not hold up to critical appraisal; the proposal would increase the visual intrusion of the campus; the proposal would increase the impact on the character and openness of the countryside/green belt.
In addition, one letter of non-objection has been received from a local resident: The flood-risk justification for raising the slab heights does not inspire confidence that the plans are 'global warming failsafe'; the increased bulking of the buildings that will now be required to achieve the original floorspace may well be detrimental to the landscaped park effect for which planning permission was granted.

4.0 APPRAISAL

4.1 Key Issues
Principle of changing the outline approval;
Flood risk/drainage;
Visual amenity;
Impact on the green belt.

4.2 The Application Site
116ha of farmland between Field Lane/Hull Road and Low Lane. The site is being prepared for development as a university campus. 65ha of the site is allocated for development and divided into 15 zones. Most of the remainder of the site would be landscaped. The site slopes down gradually from north to south. Major earthworks would be carried out to re-profile the topography of the site and create a large linear lake.

4.3 Principle of Changing the Outline Approval
A section 73 application is a device for seeking a change in the conditions attached to a planning permission. It does not allow reconsideration of the principle of what was originally approved. However, it does allow changes beyond what would be

considered minor amendments. S.73 applications are determined by the local planning authority, regardless of who granted the original planning permission - in this case the Secretary of State. Altering the maximum slab heights of buildings within the various development zones would not affect the principle of the original approval. Moreover, neither the proposed use nor any of the other limitations imposed by the Secretary of State would be affected. S.73 is therefore the appropriate mechanism for considering the substitution of Plan C(ii) with Revision A.

4.4 Purpose of Varying the Condition

The maximum slab levels, as approved under the outline consent, were set so that surface water from the various building zones can be drained by gravity into the lake, which will be at the low-lying southern side of the site. The optimum operating level of the lake has not changed since the environmental impact assessment was submitted with the outline planning application. However, since the public inquiry, the Environment Agency has asked for the freeboard (the distance between the normal water level of the lake and the top of the bank) to be increased from 150mm to 600mm. This is to allow a greater quantity of water to be stored in the lake in times of high rainfall. Storing water in this way would enable water to be released from the lake slowly, thereby protecting Germany Beck from becoming inundated. The consequence of these flood attenuation measures is that the slab levels of the campus buildings would have to be raised in order to enable the buildings to be drained by gravity, as envisaged at the time of the outline planning permission.

4.5 Visual Appearance

Local residents are concerned that increasing the slab heights would increase the massing and therefore the visual impact of the campus buildings. Whilst increasing the slab levels could increase the height of some or all buildings by a corresponding amount this is by no means certain. The Secretary of State has stipulated the maximum height of the buildings AOD and this cannot be exceeded, even if the proposed height of a building has to be reduced to stay below the maximum. Further, the outline consent does not limit the number of buildings that can be built up to the maximum permitted height. However, the local planning authority is charged with determining the reserved matters applications, which will include the siting, design and external appearance of the campus buildings. The massing and arrangement of buildings will be key considerations in the council's assessment of the reserved matters applications. The university will have to demonstrate that any buildings they propose have an acceptable visual impact, regardless of the slab heights of those buildings. Moreover, increasing the maximum slab heights does not mean that the slab heights of any buildings will necessarily increase up to the new maximum. The detailed design process may show that some buildings may not have to be increased to the height for which consent is being sought.

The site is very large and the nearest buildings will be at least 140m from the nearest residential dwellings. Approximately half of the building zones will be at least 500m from the nearest dwellings. Increasing the maximum slab height by between 0.3m and 2.1m is unlikely to materially increase the visual impact of the campus buildings on local residents. Of the five building zones nearest to residential areas, three will not be amended (B, F and H). Of the remainder, zone A will increase by 0.8m and zone C will increase by 1.6m.

4.6 Flood Risk/Drainage

The slab levels have to be raised as a consequence of attenuating the risk of flooding; the risk of flooding is not expected to increase due to raising the slab levels. Nevertheless, conditions attached to the outline consent prevent development of the campus until a sustainable drainage assessment has been carried out and submitted to the local planning authority. The assessment must take into account: the design storm period and intensity; methods to delay and control surface water discharged from the site; and measures to prevent pollution of the receiving groundwater and/or surface waters. The assessment will take into account any revised slab levels and the re-profiled topography. The current application to amend some of the maximum slab heights will not preclude the implementation of an appropriate and satisfactory drainage scheme for the site. Neither the Environment Agency or the council's drainage officers object to the proposals.

4.7 Impact on the Green Belt

Whilst the site has been taken out of the green belt for DC purposes the change has never been formally adopted. Nevertheless, the Secretary of State, when considering the planning application for the new campus, determined that there are very special circumstances to outweigh the limited harm that the new campus would cause to the purposes of the green belt. The current application would not materially affect that impact.

4.8 Other Matters

Where planning permission is granted under section 73, the original conditions are duplicated except in respect of the condition(s) that is/are to be varied. Therefore, if the current planning application is approved, all conditions of the original permission for the campus (04/01700/OUT) would be duplicated except that PLAN C(ii) of condition 1 would be replaced by PLAN C(ii) Rev A.

5.0 CONCLUSION

5.1 The changes to the slab levels are required as a consequence of drainage attenuation measures. The proposals are unlikely to have a significant impact on the appearance of the campus, flood risk, the amenity of adjacent residential areas or the openness of the green belt.

6.0 RECOMMENDATION: Approve

1 The development shall not be carried out otherwise than in complete accordance with the plans as originally submitted and later amended by the revised drawings or in accordance with any minor modification there of that may be approved in writing by the Local Planning Authority. The approved plans are as listed below and received by the Local Planning Authority on the date indicated:

Plan A received 30 April 2004

Plan C (i) received on 30 April 2004

Plan C (ii) Rev A received on 19 December 2007

Plan C (iii) received on 30 April 2004

Plan F (i) received on 30 April 2004

Plan F (iii) received on 30 April 2004

Plan F (ii) A received on 22 September 2005
Plan F (iv) received on 25 February 2005
Plan F (v) received on 22 September 2004
Plan 2 received on 15 February 2005 (construction access and haul routes)
Plan 6 received on 15 February 2005 (works to Grimston Bar junction)
Plan 3 dated 30 November 2004 (parking survey areas)

REASON: For the avoidance of doubt and to achieve an acceptable form of development.

2 Approval of the details of the siting, design, external appearance of the buildings and the landscaping of the site (to include re-profiling of ground levels) (hereinafter called 'the reserved matters') shall be obtained from the Local Planning Authority in writing before the development to which the submitted details relate is commenced.

REASON: To ensure compliance with Sections 92 and 93 of the Town and Country Planning Act 1990

3 All reserved matters shall be submitted to the Local Planning Authority for approval not later than the expiration of twenty years beginning with the date of this permission and the development hereby permitted shall be begun before the expiration of five years from the date of this permission.

REASON: to ensure compliance with Sections 92 and 93 of the Town and Country Planning Act 1990 and to allow submission of reserved matters applications throughout the construction period of the development.

4 The development shall be in accordance with submitted plan C (i) and the developed footprint within the allocated area as shown on Plan C (i) shall not exceed 23% of that area. Developed footprint comprises buildings, car parks and access roads. Access roads are to be defined with the approval of the design brief required in condition 11.

REASON: To limit the permission to comply with Policy ED9 of the draft Local Plan and the adopted Development Brief and to limit development to that which was the subject of the Environmental Impact Assessment.

5 Development on the site will be restricted to University uses, including the following:

(a) Academic, teaching, research and continuing professional development uses

(b) Housing for University of York staff and students

(c) Arts, cultural, sports and social facilities ancillary to the above uses

(d) Uses ancillary to the University

(e) Conferences

(f) Uses which are knowledge based activities, including Science City York Uses, that can demonstrate that they need to be located on the site due to aspects such as sharing of research and development ideas, resources or personnel, or undertaking of research activities within the University of York

(g) Necessary Support Services to uses included in (f) above, including financial, legal and other professional and technical services occupying no more than 10% of the total floor space reserved under (f) above.

Science City York Uses that will be acceptable on the site are defined as being those:

(i) which operate within a high technology sector and/or engage in innovative activities; and

(ii) which have a focus on research and development, product or process design, applications engineering, high level technical support or consultancy; and

(iii) where a minimum of 15% of the staff employed are qualified scientists or engineers. (Qualified scientists or engineers are those qualified to at least graduate level in physical, biological, social sciences or humanities disciplines related to the work of Science City York).

The developer shall maintain a register of the uses under (f) and (g) above which are located on the site and this shall show how each use complies with the criteria set out in (f) and (g). Such register shall be available for inspection by the Local Planning Authority at all reasonable times.

Those uses identified as falling within (f) and (g) shall occupy no more than 25 hectares (at 23% of developed footprint) of the 'allocated area' as shown on submitted Plan C(i).

REASON: For the avoidance of doubt and to ensure development is in accordance with Policy ED9 of the draft Local Plan and the adopted development brief.

6 The developer will undertake an annual survey of traffic travelling to and from the University together with a survey of traffic through the following three principal junctions:

Grimston Bar Roundabout/A64 junction
Melrosegate/Hull Road traffic signal controlled junction; and
Fulford Road/Heslington Lane traffic signal controlled junction.

The surveys will be undertaken in the period between 07.00 hours and 19.00 hours on a weekday and month approved by the Local Planning Authority. The first such survey shall be undertaken before the commencement of development (which shall exclude any works associated with the undergrounding of overhead electricity lines carried out as 'permitted development' or any evaluation works associated with the Archaeological Remains Management Plan). The developer will determine by reference to the surveys the volume of University related traffic through the junctions. Using the forecasts of traffic generation and distribution for the University from the submitted transport assessment the developer will develop a traffic model to predict traffic flows related to the University at each of the junctions in accordance with a phased programme agreed with the Local Planning Authority.

In addition, prior to the development commencing and annually thereafter, the developer will undertake a survey of traffic at the junction between University

Road/Field Lane/Main Street South/Main Street West.

The results of the surveys and the current predictions shall be submitted to the Local Planning Authority within 3 months of the date of the surveys and shall be used to accompany applications submitted for approval of reserved matters for buildings as set out in condition 7.

REASON: To provide monitoring of traffic flows related to the current activity of the University and prediction of growth of additional traffic related to the University.

7 Every application for approval of reserved matters for a building of floorspace greater than 500 sqm will be accompanied by a comparison of the predicted traffic flows related to the University (obtained from the traffic model) with the volumes derived from actual surveys of traffic flows related to the University, carried out as required by condition 6. If the actual surveyed traffic volumes related to the University at the three principal junctions identified in condition 6 are more than 5% higher than the predicted traffic flows in the morning and evening peak periods, the developer shall prepare details of mitigation measures and an associated implementation programme to reduce the actual traffic flows to the predicted levels. The agreed mitigation measures shall be submitted to the Local Planning Authority for approval and implemented by the developer. For the avoidance of doubt the peak hours above shall be considered to be between 08.00 and 09.00 hours and 17.00 and 18.00 hours during the working week within University and school term time.

REASON: To determine the scale of impact of additional University related traffic and any appropriate mitigation measures.

8 Before the commencement of development (which shall exclude any works associated with the undergrounding of overhead electricity lines carried out as 'permitted development' or any evaluation works associated with the Archaeological Remains Management Plan), details for the implementation, monitoring and review of the submitted Sustainable Travel Plan for the University (outline planning application Document 3.3) shall be submitted to and agreed in writing with the Local Planning Authority. Such details shall include early implementation of the peripheral parking strategy and University Transit System, provision of information on sustainable travel, targets for mode share, timescales for implementation, monitoring and reporting on the Plan.

REASON: In the interests of sustainable development and the safe operation of the Highway Network

9 No more than 500 parking spaces may be brought into use upon the occupation of the first building. Additional parking spaces up to the 1500 approved by this permission may be brought into use if:

- (i) the details of location and construction of the permitted car park spaces are submitted to and approved in writing by the Local Planning Authority; and
- (ii) they are parking spaces which have been relocated from the existing University campus in accordance with proposals in the submitted transport

assessment; or

(iii) their being brought into use will not increase the traffic generated by the proposed development in the peak hours at the three principal junctions identified in condition 6 by more than 5% above the predicted levels as calculated in accordance with condition 6.

REASON: To ensure the impact of traffic generated by University expansion is kept within agreed limits.

10 Before the commencement of development (which shall exclude any works associated with the undergrounding of overhead electricity lines carried out as 'permitted development' or any evaluation works associated with the Archaeological Remains Management Plan), the developer will carry out a survey of current on-street parking on highways within the area shown on plan 3 and thereafter repeat the survey annually. The surveys shall be carried out to a specification and at a time agreed with the Local Planning Authority.

Within 3 months of the annual survey being carried out, the developer will review the on street parking survey results and submit the review to the Local Planning Authority to demonstrate whether the volume of on-street parking in any of the areas shown on plan 3 has increased by more than 20% of the first annual survey as a consequence of the development.

If this percentage figure is exceeded then remedial measures agreed with the Local Planning Authority shall be undertaken.

REASON: To determine a baseline of on-street parking against which the impact of University expansion can be monitored and thereafter to determine the impact of University expansion on the volume of on-street car parking and in the interests of highway safety.

11 Before the commencement of development (which shall exclude any works associated with the undergrounding of overhead electricity lines carried out as 'permitted development' or any evaluation works associated with the Archaeological Remains Management Plan), a detailed Design Brief including a masterplan shall be submitted to and approved in writing by the Local Planning Authority. This shall be in accordance with the planning policies in the Development Plan and the adopted Development Brief dated February 2004 and the plans hereby approved. The design brief shall include:

- Building heights
- Key views as defined in figure 5 of the adopted Development Brief
- External materials palette
- External lighting design
- Designation of character areas as outlined in submitted plan C (i)
- Access roads
- A sustainability strategy for the site developed from requirements of the

Development Plan and adopted Development Brief and the applicant's submitted sustainability policy (contained in Document 2 of the submitted outline planning application). The strategy should be consistent with the York Local Agenda 21

Sustainability Strategy.

The 'reserved matters' should be submitted in accordance with the approved Design Brief. The approved Design Brief may be revised subject to the written approval of the Local Planning Authority.

REASON: In the interests of securing coherent development across the site and in accordance with the development Plan and the adopted Development Brief.

12 Before the commencement of development (which shall exclude any works associated with the undergrounding of overhead electricity lines carried out as 'permitted development' or any evaluation works associated with the Archaeological Remains Management Plan), a Landscape Design Brief shall be submitted to, and approved in writing by the Local Planning Authority. The Landscape Design Brief shall include those measures incorporated into the submitted Environmental Statement. Subsequent reserved matters applications for the approval of the detail of landscaping on the site shall be submitted in accordance with the approved Landscape Design Brief. The approved Landscape Design Brief may be revised subject to the written approval of the Local Planning Authority.

REASON: To secure the coherent design of landscaping across the site and to ensure that the landscaping objectives set out in the adopted Development Brief are achieved and that the development is in accordance with the aims of Planning Policy Statements 1 and 9, Policy N1 of the Regional Spatial Strategy for Yorkshire and the Humber, Policies GP9, NE1, NE2 and NE7 of the Draft Local Plan and the approved Development Brief.

13 Before the commencement of development (which shall exclude any works associated with the undergrounding of overhead electricity lines carried out as 'permitted development' or any evaluation works associated with the Archaeological Remains Management Plan), a Landscape Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Landscape Management Plan will include proposals for survey and protection of trees on site. Subsequent reserved matters applications for approval of the details of landscaping on the site shall be implemented and managed in accordance with the approved Landscape Management Plan. The approved Management Plan may be revised subject to the written approval of the Local Planning Authority.

REASON: To secure the coherent design of landscaping across the site and to ensure that the landscaping objectives set out in the adopted Development Brief are achieved and that the development is in accordance with the aims of Planning Policy Statements 1 and 9, Policy N1 of the Regional Spatial Strategy for Yorkshire and the Humber, Policies GP9, NE1, NE2 and NE7 of the Draft Local Plan and the adopted Development Brief and in accordance with the parameters of the development assessed by the Environmental Statement.

14 Before the commencement of development, a Construction Environmental Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Construction Environmental Management Plan shall identify the steps and procedures that will be implemented to minimise the creation and

impact of noise, vibration, dust and waste disposal resulting from the site preparation, groundwork and construction phases of the development and manage Heavy Goods Vehicle access to the site. It shall include details of measures to be employed to prevent the egress of mud, water and other detritus onto the public highway. It shall include for the provision of a dilapidation survey of the highways adjoining the site. Once approved, the Construction Environmental Management Plan shall be adhered to at all times, unless otherwise first agreed in writing with the Local Planning Authority.

REASON: To safeguard the amenity of residential occupants on the site and in the surrounding area and in the interests of highway safety.

15 Before the commencement of development, an Environmental Site Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Environmental Site Management Plan shall include:

- (i) provision for protection of water resources during construction activities and thereafter during the operation of the site;
- (ii) proposals for the interim use of land prior to its development;
- (iii) implementation and future management of the proposed ecological mitigation measures;
- (iv) implementation and future management of proposed habitat and species enhancement measures.

These measures shall be implemented in accordance with an agreed programme unless otherwise agreed in writing with the Local Planning Authority. The Environmental Site Management Plan shall be reviewed every 5 years from first approval and any amendments agreed in writing with the Local Planning Authority. Any alterations to the measures in the approved Environmental Site Management Plan during any interim period shall be subject to the prior written approval of the Local Planning Authority.

REASON: To protect the natural environment and ensure delivery of environmental enhancements which form part of the development hereby approved in accordance with the aims of Planning Policy Statements 1 and 9, Policy N1 of the Regional Spatial Strategy for Yorkshire and the Humber, Policies NE1, NE2 and NE7 of the Draft Local Plan and the adopted Development Brief.

16 No building or other obstruction shall be located within 5 metres either side of the centre line of the 700 mm water main that crosses the southern edge of site i.e. a total protection strip width of 10 metres.

REASON: In order to allow sufficient access for maintenance and repair work at all times.

17 Before the commencement of development details showing the methodology for protection of the 300 mm water main that runs to the south of the Hull Road access shall be submitted to and approved in writing by the Local Planning Authority, and these protection measures retained in place at all times thereafter.

REASON: In order to allow sufficient access for maintenance and repair works at all times.

18 No building or other obstruction shall be located within 3 meters either side of the centre lines of existing public sewers i.e. total protection strip widths of 6 metres for each sewer that crosses the site

REASON: In order to allow sufficient access for maintenance and repair works at all times.

19 Development shall not begin until an assessment has been carried out into the potential for disposing of surface water by means of a sustainable drainage scheme, in accordance with the principles of sustainable drainage systems set out in national planning policy statements, and the results of that assessment have been provided to the Local Planning Authority. The assessment shall take into account the design storm period and intensity; methods to delay and control the surface water discharged from the site; and, measures to prevent pollution of the receiving groundwater and/or surface waters.

Surface water drainage works shall be carried out in accordance with details that have been submitted to and approved in writing by the Local Planning Authority before the development commences. Those details shall include a programme for implementing the works. Where, in the light of the assessment the Local Planning Authority conclude that a sustainable drainage scheme should be implemented, details of the works shall specify:

- i) a management and maintenance plan, for the lifetime of the development, which shall include the arrangements for adoption by any public authority or statutory undertaker or any other arrangements to secure the operation of the scheme throughout its lifetime; and
- ii) the responsibilities of each party, for implementation of the sustainable drainage scheme, together with a timetable for that implementation.

There shall be no piped discharge of surface water from the development prior to the completion of the approved sustainable drainage scheme.

REASON: In the interest of satisfactory and sustainable drainage and to ensure protection of the water environment.

20 Before any works commence on the construction of any building, details of the proposed means of disposal of foul drainage from the site shall be submitted to and approved in writing by the Local Planning Authority, and subsequently implemented in accordance with the approved details.

REASON: To ensure that the development can be properly drained and to ensure protection of the local water environment.

21 All noise generated during the site preparation, groundwork and construction phases associated ancillary operations of the use hereby permitted shall meet the following criteria:

- i) LOCATION: Western boundary of site adjacent to school's outside playing area.
MAXIMUM LIMIT: 50 dB Laeq (30 minutes)
TIME PERIOD: During the School Day
- ii) LOCATION: The gardens of dwellings at: (a) western boundary of site on The Crescent (b) northern boundary of the site on Field Lane.
MAXIMUM LIMIT: 70 dBA (1 hour)
TIME PERIOD: A continuous period of up to eight weeks in any calendar year, without the prior written notice of the Local Planning Authority.
- iii) LOCATION: The gardens of dwellings at: (a) western boundary of site on The Crescent (b) northern boundary of the site on Field Lane.
MAXIMUM LIMIT: Not exceeding background noise levels.
TIME PERIOD: Before 0800 and after 1800 hours Monday to Friday; Before 0900 and after 1300 hours on Saturdays; At all times on Sundays and Bank Holidays.
- iv) LOCATION: Within occupied residential buildings on the site.
MAXIMUM LIMIT: Not exceeding background noise levels.
TIME PERIOD: Before 0800 and after 1800 hours Monday to Friday; Before 0900 and after 1300 hours on Saturdays; At all times on Sundays and Bank Holidays.

Before the commencement of development the developer will carry out an acoustic survey of the site boundaries at locations agreed with the Local Planning Authority to establish background noise levels.

Before the commencement of development the developer will submit a scheme to the Local Planning Authority setting out the means of regular monitoring of the noise levels at the agreed locations and this shall be approved in writing by the Local Planning Authority and implemented before the commencement of development.

REASON: To protect the amenities of residential occupants of the site and in the surrounding area and the amenities of pupils and staff of local schools in accordance with the aims of PPG24.

22 Details of all machinery plant and equipment to be installed in or located on the use hereby permitted, which is audible outside of the site boundary when in use, shall be submitted to and approved in writing by the Local Planning Authority. These details shall include maximum sound levels (L_{Amax}(f)) and average sound levels (L_{Aeq}), octave band noise levels and any proposed mitigation measures. All such approved machinery, plant and equipment shall subsequently be used on the site in accordance with the agreed details. Any approved noise mitigation measures shall be fully implemented and operational before the associated machinery, plant or equipment to which it relates is first used and shall be appropriately maintained thereafter.

REASON: To safeguard the amenity of occupants of neighbouring premises in accordance with the aims of PPG24.

23 Outside the development area shown as 'allocated area' on submitted Plan A,

no temporary works, materials storage or ancillary operations, other than those relating to development hereby permitted outside the allocated development area as shown on the submitted Plan A, shall be carried out.

REASON: To protect the amenities of adjacent residents and the openness of these areas in accordance with the aims of PPG2.

24 Construction traffic to the 'allocated area' as shown on submitted plan C (i) shall only enter and leave from accesses to the public highway as shown on submitted Plan 2.

REASON: In the interests of highway safety and the amenity of occupiers of dwellings near the site.

25 Notwithstanding the approved plans, construction details of the following matters shall be submitted to and approved in writing by the Local Planning Authority before being implemented on the application site in accordance with the approved details:

- Roads and junctions including signalling
- Footpaths
- Cycleways and cycle parking
- Car parking
- External lighting
- Routes for construction traffic and construction site working areas for the access roads and car parking outside the allocated site.

Such submissions and approvals may cover the whole or any part of the application site.

REASON: For the avoidance of doubt and in the interests of the visual appearance of the development and in the interests of highway safety.

26 Before the commencement of development, an Archaeological Remains Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The approved plan shall subsequently be implemented. The Archaeological Remains Management Plan shall include the following:

- (i) A strategy for further evaluation work (to include metal detecting survey, geophysical survey and archaeological trenches) directed at understanding the seven less significant areas identified in YAT Report Number 2004/23 'Heslington East, Heslington York: a report on archaeological evaluation';
- (ii) An archaeological excavation and metal detecting survey targeted on the three most significant areas identified in YAT Report Number 2004/23 'Heslington East, Heslington York: a report on archaeological evaluation' and any other important areas identified by further evaluation work in item (i) above;
- (iii) A clear research design context for all further archaeological work;
- (iv) A programme of physical and intellectual access during the lifetime of the project for the general public, the local community and schools and colleges, universities and other educational groups;

- (v) A timetable for archive deposition and publication.

Such approved Archaeological Remains Management Plan may be revised subject to the approval of the Local Planning Authority.

REASON: The site lies within an area where important archaeological deposits have been identified. The development will affect those deposits and they must be recorded during the construction programme.

27 Details of the proposed re-routing of the overhead power lines shall be submitted to and approved in writing by the Local Planning Authority prior to such works commencing. Re-routing shall be carried out in accordance with the approved details.

REASON: In the interests of securing improvement of the visual appearance of the site and the amenity of future users of the site

28 Before any works commence on the construction of any building an area plan to show the relationship of the building with surrounding development (built form and use) shall have been approved in writing by the Local Planning Authority.

REASON: In accordance with the aims of the adopted Development Brief and to ensure the coherent development of the site.

29 Each reserved matters application will be accompanied by a statement on sustainability to demonstrate conformity with the approved sustainability strategy contained within the approved Design Brief.

REASON: In accordance with the aims of Planning Policy Statement 1, Policy R3 of Regional Spatial Strategy for Yorkshire and the Humber, Policies GP1 and GP4 of the draft Local Plan and the adopted Development Brief in incorporating best practice in sustainability.

30 All piling operations shall be carried out using the method likely to produce the least vibration and disturbance. Full details of the dates, times and duration of operations shall be submitted to and approved in writing by the Local Planning Authority before any piling operations are begun and piling operations shall take place in accordance with the approved details.

REASON: To protect the amenities of adjacent residents

31 Any ground contamination detected during site works shall be reported to the Local Planning Authority. A programme of remediation for the contamination shall be agreed with the Local Planning Authority in writing and fully implemented prior to any further development on that part of the site.

REASON: To protect human health and the wider environment in accordance with the aims of PPS23 and Policy GP6 of the Draft Local Plan.

32 The proposed western access to the allocated area from Field Lane shown on

Plan F (ii) revision A shall not be used for any motorised vehicle other than for the purpose of emergency access, maintenance, vehicles operating in connection with the University Transit System for the movement of people and any other types of vehicle the use of which is agreed in writing with the Local Planning Authority prior to its use.

REASON: To ensure that development is carried out in accordance with the application and to protect the highway network.

33 The central access from Field Lane shown on Plan F (i) shall be utilised as access to no more than 150 car parking spaces.

REASON: To ensure that the development is carried out in accordance with the application and to protect the highway network.

34 Notwithstanding the approved plans, a fully detailed scheme of foundation design and construction for any development on the former landfill area outlined by the thin solid red line in figure 19.3.1 of the Environment Statement shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any development within that area. The approved scheme shall be fully implemented prior to the area coming into use.

REASON: To protect human health and the wider environment.

35 Before the commencement of development, a method of sampling and validation of imported and excavated ground materials shall be submitted to and approved in writing by the Local Planning Authority to ensure that such materials that are used on site are not contaminated. This should include details of the origin of such materials.

REASON: To protect human health and the wider environment.

7.0 INFORMATIVES:

Notes to Applicant

1. 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 appearance, flood risk, neighbour amenity and openness of the green belt. As such the proposal complies with policies GP1, GB1 and GP15a of the City of York Local Plan Deposit Draft.

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