

COMMITTEE REPORT

Date: 11 January 2018 **Ward:** Fishergate
Team: Major and **Parish:** Fishergate Planning
Commercial Team Panel

Reference: 17/02199/FULM
Application at: 25 Barbican Road York YO10 5AA
For: Conversion of 25 and 26 Barbican Road into 12no.
apartments with associated external alterations and 3 storey
rear extension
By: Mr D Blackwell
Application Type: Major Full Application (13 weeks)
Target Date: 1 January 2018
Recommendation: Approve

1.0 PROPOSAL

1.1 No's. 25 and 26 Barbican Road are two terraced properties located in York city centre. Both properties are two storeys in height and have projecting bay windows to the front; however No. 25 has a turret style roof, with No. 26 having a mono-pitched, reflecting the majority of the properties on the street.

1.2 The adjoining no. 24 Barbican Road is set forward of these two properties. To the west, the properties have an outlook over land associated with the York Barbican Centre. There is an access lane to the rear and No. 25 has shared access to a small alley between properties on Wellington Street. There is a rear garage to No. 25 and an outbuilding to No. 26.

1.3 The dwellings are not listed and are located outside any conservation area. It is however located within an area of Archaeological Interest. The site has a low risk of flooding (flood zone 1).

1.4 Planning permission is sought for the conversion of both 25 and 26 Barbican Road into 12no. self contained apartments with associated external alterations and 3 storey rear extension.

1.5 The plans indicate that the rear garden will provide 4no. off street car parking spaces, cycle storage area and refuse storage areas.

2.0 POLICY CONTEXT

2.1 Draft 2005 Development Control Local Plan

CYGP1 Design
CYGP3 Planning against crime

Application Reference Number: 17/02199/FULM

Item No: 4b

CYGP4A	Sustainability
CYGP4B	Air Quality
CYGP6	Contaminated land
CYH8	Conversion to flats/HMO/student accom
CYHE10	Archaeology
CYT4	Cycle parking standards

2.2 Pre-publication draft Local Plan (2017)

D1: Placemaking
DP3: Sustainable Communities
ENV1: Air Quality
T1: Sustainable Access
H2: Density of residential development
H3: Balancing the housing market
D11: Alterations and extensions to existing buildings

3.0 CONSULTATIONS

INTERNAL

URBAN DESIGN, CONSERVATION AND SUSTAINABILITY

3.1 No response has been received at the time of writing.

HIGHWAYS MANAGEMENT

3.2 No response has been received at the time of writing.

FLOOD RISK MANAGEMENT

3.3 Submitted drainage details are satisfactory.

PUBLIC HEALTH

3.4 Confirmation that no contribution will be required to outdoor sport provision due to pooling restrictions

PUBLIC PROTECTION UNIT

3.5 No objection in respect to noise, dust, light, odour, land contamination, air quality.

EDUCATIONAL PLANNING

3.6 No response has been received at the time of writing.

WASTE MANAGEMENT

3.7 There is not enough space for the storage of waste and recycling containers that will be needed for 12 dwellings.

PUBLIC REALM

3.8 Confirmation that no contribution will be required to open space or play provision due to pooling restrictions.

EXTERNAL

FISHERGATE PLANNING PANEL

3.10 Overdevelopment of two modest terrace houses and would set a precedent for similar inappropriate overdevelopment in historic terrace streets. Access, waste disposal, parking nuisance, building disruption and context are a few reasons why this development is inappropriate.

POLICE DESIGNING OUT CRIME

3.11 Crime and anti-social behaviour levels within the vicinity of the proposal can be described as being at a medium level. There are a number of recommendations to make to the applicant in terms of access control, surveillance and activity support, target hardening and image.

YORK CIVIC TRUST

3.12 Objection raising the following issues:

- the development would result in overdevelopment doubling the footprint of the building and creates massing issues.
- removes internal traces of the building as a late Victorian terrace property
- detrimental to the number of families living in the area and this will be exacerbated
- set a precedent for similar overdevelopment in local neighbourhoods near universities

CONSERVATION AREA ADVISORY PANEL (CAAP)

3.13 The Panel considered that the proposals were out of character for the area and that the development would set an unacceptable precedent for the area. The lack of amenity space was also noted.

PUBLICITY AND SITE NOTICE

3.14 In total 7 letters of objections have been received; two letters have been received from the occupiers of 61 Wellington Street, 29 Barbican Road and 4 Willis Street, with one letter being received from the occupiers of 30 Barbican Road. In summary the objections raise the following concerns:

- Overdevelopment of site including extensions, car parking, cycle and waste storage areas
- Overlooking to front and rear
- Will restrict views
- Amenity of residential units - single aspect/relationship to A19 (Barbican Road) increases in Air Quality and noise/ lack of management plan regarding the maintenance of the shared rear area (e.g. to prevent fly tipping)

- Contrary to guidance contained within the Council's SPD 'Subdivision of Dwellings'
- Already high levels of students in the area and family homes should be encouraged
- Highways - will create large amounts of traffic/ car parking is inadequate and pressures are high/ bus stop is not in operation
- Increase in the use of back alley -will increase safety and anti-social behaviour and construction vehicles will restrict access
- Drains are inadequate and no assurances over 'backing up' issues
- Run-off/impermeable surfaces in garden
- Waste storage is inadequate and black bags are unsightly, creating smells and rat infestations
- Fire safety
- Recent residential developments (St Joseph's, Walmgate Working Men's Club, old Reg Vardy garages and Barbican site) will meet need in rental market
- lack of publicity and consultation with neighbours from the applicant and Council

4.0 APPRAISAL

4.1 Key Issues:-

- Principle of increase in residential units and amenity of the units
- Impact of extensions upon neighbouring residential amenity
- Design
- Impact upon highways
- Waste and recycling
- Crime and security
- Drainage
- Archaeology
- Land contamination
- Other issues (Fire risk/views/publicity)

POLICY CONTEXT

4.2 The National Planning Policy Framework 2012 (NPPF) sets out the Government's overarching planning policies. At its heart is a presumption in favour of sustainable development. The framework states that the Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

4.3 A principle set out in paragraph 17 is that planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.

4.4 Paragraph 50 of the framework sets out the requirement for planning authorities to deliver a wide choice of high quality homes, by planning for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community, identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand and set policies to for meeting identified affordable housing need.

4.5 The Development Control Local Plan (DCLP) incorporating the 4th set of changes was approved for Development Control purposes in April 2005; its policies are material considerations although it is considered that their weight is limited except where in accordance with the content of the NPPF.

4.6 Policy GP1 'Design' expects new development to respect or enhance the local environment in terms of density, layout, scale, mass and design and ensures that residents living nearby are not unduly affected by noise and disturbance.

4.7 Policy GP4a 'Sustainability' requires all development to have regard to the principles of sustainable development. GP4b 'Air Quality' are required to assess their impact on air quality. GP6 'Land Contamination' requires a preliminary assessment the potential for contamination.

4.8 Policy HE10 'Archaeology' states that where development involves disturbance of existing ground levels a field evaluation should be submitted that assesses the extent and importance of any archaeological remains and demonstrates that less than 5% of any archaeological deposits will be disturbed or destroyed.

4.9 Policy H8 'Conversions' states that planning permission will only be granted for the conversion of a dwelling to flats or multiple occupation where;

- the dwelling is of sufficient size (min 4 bedrooms),
- external alterations would not cause harm to the character or appearance of the building or area,
- adequate off and on street parking and cycle parking is incorporated,
- it would not create an adverse impact on neighbouring residential amenity particularly through noise disturbance or residential character of the area by virtue of the conversion alone or cumulatively with a concentration of such uses, and
- adequate provision is made for the storage and collection of refuse and recycling.

4.10 In addition, paragraph 7.52 of the draft Local Plan states that there is potential for the number of dwellings in the City to be increased by the sensitive conversion of large dwellings, contributing to meeting housing need and ensure a continued life for properties.

4.11 The Council's Subdivision of Dwellings Supplementary Planning Document (SPD) was approved on 4th December 2012. In Paragraph 1.8 it advises that the SPD aims to ensure that where the subdivision of dwellings are proposed, they:

- provide adequate internal space;
- are of a suitable layout;
- have acceptable amounts of internal and external storage space;
- have acceptable levels of facilities;
- do not have an adverse impact on the amenity of neighbouring residents;
- are designed and built to a high standard of sustainability

4.12 The Council's Strategic Housing Market Assessment (SHMA) June 2016 is also considered to be of relevance, which provides an assessment of future housing needs of different groups within the city of York.

ASSESSMENT

PRINCIPLE OF CONVERSION

4.13 Barbican Road is located to the south east of the city, with access to the city centre and transport links. It is considered to be a sustainable location.

4.14 The application site relates to two terrace properties, the applicant advise that one (No. 25) is a House in Multiple Occupation with 6 tenants and the other (No. 26) a single family dwelling. There are no planning records for the use of No. 25 as HMO and this property is not on the Council's HMO database. As such, with no information to the contrary, this application will consider the property as a single family dwelling with four bedrooms on the first floors. No. 25 however contains three reception rooms on the ground floor and three bedrooms on the first floor. The applicant has confirmed that one of the ground floor rooms is and can be used as a bedroom. This is not at the expense to the number of reception rooms normally expected with a property of this size.

4.15 There have been a number of objections in relation to the loss of family sized dwellings with particular concerns that this area in particularly already has a high level of student population. The SHMA identifies that there is a need for a mix of house sizes across the City.

4.16 It is regrettable to lose two family dwellings, draft Local Plan Policy H8 does allow the sensitive conversion of family dwellings to flats or HMO's in order to contribute to housing need as identified by the SHMA. On balance, the loss of the two family dwellings is acceptable in principle meeting part of the criteria outlined in Policy H8 of the Council's draft Local Plan and subject to other relevant criteria.

4.17 The existing character of the area is primarily residential, with a number of properties having been split into flats. Council Tax records indicate that No's. 10, 11,

16, 17, 18, 19, 21, 24, 35 and 36 Barbican Road are flats. Flatted accommodation will be compatible with the existing character of the area.

AMENITY OF FUTURE OCCUPANTS

4.18 Although it does not form part of an adopted Local Plan, the Subdivision of Dwellings SPD is a useful guide in ensuring a good standard of amenity for future occupants, as advocated by the NPPF. The SPD seeks to ensure that subdivided homes are comfortable, convenient and able to accommodate the appropriate amount and level of furniture and fittings in line with the number of people resident in the property.

Table 1.1 Room size and location

Room No.	Location	Size (m ²)	Room No.	Location	Size (m ²)
1	Ground	35.1	7	First	44.7
2	Ground	40.5	8	First	53.9
3	Ground	44.5	9	Second	32.7*
4	Ground	41.3	10	Second	33.5*
5	First	41.4	11	Second	35.4*
6	First	40	12	Second	35.8*

*measured up to 1.5m headroom

4.19 The flat/room sizes within the SPD cannot be used when making a decision. This is because the Government has made a policy decision to introduce a nationally described space standard, to replace any local standards, but has further stated that local planning authorities can only use that standard where they have a relevant current local plan policy. It is noted however that paragraph 3.11 of the SPD advises that studio flats should have a minimum 'habitable' floor space of 32.5 sqm. All the flats achieve this minimum standard. There is also wardrobe space.

4.21 The flats located on the ground and first floors will have single aspect, with either an outlook to the front and rear of the site. However the four flats located within the second floor level will only be served by rooflights. Furthermore, part of these rooms will have low headroom, due to the profile of the roofslope, however as shown in Table 1.1 this does not have a material impact upon the internal floorspace of each of these flats.

4.22 Paragraph 3.42 of the SPD expects attic rooms to be adequately lit with daylight and ventilated with openable windows and if skylights are the only form of windows, they need to be installed in a position where the occupants can look out and observe the surrounding environs. The living and sleeping areas have been positioned nearest to the rooflights within the roof slopes where they can benefit from natural daylight and ventilation.

4.23 The Public Protection team has not raised any objections to the application in regards to noise or air quality; it is noted that Barbican Road (the A19) is within the Air Quality Management Area, however the dwellings are not. Given that the A19 is a busy road accessing the city centre from the south, the dwellings are expected to be impacted by vehicular traffic noise and air quality. However, the site is a sustainable location, with access to the city centre and public transport links. Furthermore, there is no proposed change to the residential use of the application site. There will be limited car parking within the site and it is not considered that the additional residential flats would contribute or be impacted by existing air quality levels or noise levels that would justify refusal of the application.

4.24 A small garden would be provided, which can be accessed directly by the two rear ground floor flats. It is not clear whether this could be used communally by the wider residents. There are other existing hardstanding areas within the site.

4.25 The application indicates that existing pedestrian access from Barbican Road and vehicular access from the rear alleyway will be retained and used in the same manner as present. Flat No. 2 will have independent access from Barbican Road. There is also pedestrian access through to Wellington Street.

4.26 An objector states that recent residential developments will be able to meet the need in the rental market. An addendum to the main SHMA (September 2017) concludes on the overall full objectively assessed need for housing over the 2012-32 period to be 867 dwellings per annum. The full details (amount of housing) of the schemes referred to in the objection have not been calculated, as Local and National planning policy is clear that housing developments are required to meet identified housing demand.

IMPACT OF EXTENSIONS UPON NEIGHBOURING RESIDENTIAL AMENITY

4.27 In addition to the conversion of the dwellings, the application involves an extension in the form of a three storey infill extension to the rear of both properties. The extensions will be inline with the existing adjoining properties to either side. To the front, the existing bay windows will be continued to the first floor.

4.28 Objections have been received that the extension will lead to the overdevelopment of the site and reduce privacy of neighbouring occupiers.

Overlooking

4.30 The infill will result in a reduced distance between neighbouring properties to the rear, on Willis Street. The distance between the proposed rear elevation and the rear boundary of the site is 17m approximately. A distance in excess of 25m will be retained between the rear extension and the properties on Willis St, which is sufficient to avoid any significant loss of privacy to rear of the site. Notably, the boundary wall of the application site is a high wall and garage door and will be retained.

4.31 The site overlooks Barbican Road and an area of vacant land beyond to the front. This land however has extant permission (RN: 13/02135/FULM) for its redevelopment to provide a part 4/part 5 storey building comprising 175no. apartments and 1 no. 3 storey building comprising 12no. apartments. The report for this extant application advises that the most affected property would be No. 20 Barbican Road, however the buildings would be over 21m apart.

4.32 Side windows at ground and first floor levels are indicated to be proposed to the southern elevation, on the boundary with No. 27 Barbican Road. Given the lack of windows to the side elevation of No. 27 and the retention of the existing outrigger wall, the side windows are unlikely to increase levels of overlooking to this adjoining property.

4.33 As such, given the distances to neighbouring properties, the proposal would not significantly increase the levels of overlooking to any neighbouring properties and the objections on loss of privacy cannot be supported in this regards.

Overshadowing

4.34 The rear extension would be inline with the rear elevations of the neighbouring properties, which are two storey. Given the position of the extension with neighbouring properties, the extension would not result in a significant level of overshadowing or oppressiveness to warrant refusal of the application.

Overdevelopment

4.35 The existing garden areas to both properties comprise of hardstanding and small areas of planting. There is an existing garage to No. 25, with a roller shutter door onto the rear alleyway. The plans indicate that the rear garden will provide parking for four vehicles and access and turning areas, cycle storage for 12 cycles and refuse and recycling storage areas, as well as a small garden area. Concerns have been raised that the development will result in the overdevelopment of the site. It is considered that an adequate and useable amenity space (sufficient land for drying clothes and space that is suitable to sit out in) for the occupants of the flats will be provided. It is therefore considered that the development would not result in the overdevelopment of the application site.

Loss of Views

4.36 An objector states that the extension will restrict views from their property; whilst there may be some loss of views, there is no overall increase in the height of the dwelling in addition to existing boundary treatment that could reduce any views. Further, private views are generally given little weight in the determination of a planning application.

DESIGN

4.37 The buildings are unlisted and located outside any conservation area. No. 25 is located at the end of the row of similar terraces (in appearance, scale and height) however it is noted that the property to the north No. 24 Barbican Road projects forward and varies in its style and appearance. There is generally a uniform appearance with no. 25 and 26 along Barbican Road. However, it would appear that No. 26 forms a pair with, and mirrors No. 27.

4.38 The extensions will add considerable mass to the existing dwelling; however the extension is contained primarily to the rear of the site and does not extend beyond the footprint of neighbouring properties to either side. To the rear, there is substantial boundary treatment, in the form of a roller shutter door and high brick wall, similar to other rear boundaries along the alleyway. The ridgeline of the main dwellings would not be increased and the rear extension would still be positioned 18m from the main public vantage point (the alleyway), and thus its impact is somewhat reduced. Whilst there is increased massing to the rear, it is considered that this is not to the detriment of the appearance of the dwellinghouses or this row of terrace properties.

4.39 In terms of the appearance to the front, the alterations include the upward extension of the projecting bay windows, which would, on balance, reflect the style and architectural features of the original building and this row of terrace properties. Additionally, the front doors will be retained, which maintains the appearance of two terrace dwellings.

4.40 The extensions will be constructed in brick to match the existing dwellings, along with the fenestration details reflecting the existing dwellings.

4.41 As Barbican Road is located outside any conservation area, the extensions and alterations, on balance, are considered to respect the local environment, in terms of scale, mass and design and accords with Policy GP1 in this regards.

IMPACT UPON HIGHWAYS

4.42 A number of objections have been received citing that the proposed development will increase parking pressures in the area, which are already high.

4.43 The site is not located within a resident parking zone. In respect to off street car parking, the Council's car parking standards (Appendix E of the Local Plan) requires for 'special category' dwelling (multi-occupancy/bedsit type accommodation) 1 space per 3 units. 4 car parking spaces are shown on the plans, which would accord with the parking standards for this type of development. 12 cycle parking spaces are provided, which accords with the requirement to provide 1 cycle space per unit.

4.44 The proposals accord with the Council's car and cycle parking standards, which have the aim of reducing the dependence on the private car and to encourage more environmentally friendly modes of transport.

4.45 The site is a sustainable and city centre location, with an availability of public transport within a short distance. An objector refers to the bus stops on Barbican Road being redundant; however there are other bus stops within a short distance of the site (Kent Street, Heslington Road and Fawcett Street) that provide frequent local services.

4.46 The alley to the rear of the site is currently used by properties in the street for rear vehicular access. There is concern that this will be used more intensively and result in the blocking of access to neighbouring properties. Both properties currently have access from this rear alley, with parking within the site. It is not considered that the application will be materially different from the existing arrangement, in terms of the current levels of parking on the site and manoeuvrability.

WASTE AND RECYCLING

4.46 The plans indicate a dedicated space for the storage of refuse and recycling. The waste officer has raised concern that the plans do not show enough space allocated for the number of properties. It is considered that there is adequate space within the site to accommodate the number of properties and details shall be secured by a condition.

4.47 An objector has raised concerns to the lack of detail in respect to who will be responsible for ensure that the bins are placed on Wellington Street on collection day and returned. The Waste Officer has also raised the point that it is the responsibility of the occupiers/owners to ensure the bins are available on the street for collection. A condition shall require the submission of a management plan detailing who is responsible for the placing and returning of the bins.

4.48 An objector has raised concern that the waste and recycling will be stored in bags where they attract rats and smell; the waste officer has stated that the waste and recycling will be stored in bins and a condition will ensure that suitable sized bins for the development can be accommodated within the site.

CRIME AND SECURITY

4.49 The Police Designing out Crime officer reports that between 1 October 2016 and 30 September 2017 there were 130 crimes and 50 anti-social behaviour incidents recorded within a 200m radius of the site; theft was the most significant issue. Crime and anti-social behaviour levels within the vicinity of the proposal can be described as being at a medium level.

4.50 A number of recommendations have been specified by the Police DOC officer, including lighting for the car parking, cycle and waste storage areas, as well as target hardening and access control. Further they comment that a management/maintenance plan should be drawn up in order that any issues associated with the communal areas can be actively managed (i.e. litter removal and damage repair) and can be secured by a suitably worded condition.

DRAINAGE

4.51 As the site is in flood zone 1, it has a low risk of flooding. There is an existing area of hardstanding within the site. As such it is unlikely that the proposed development would increase the risk of flooding, within or surrounding the site. Plans have been submitted to show the proposed foul and surface water drainage.

ARCHAEOLOGY

4.52 The application site lies within the Central Area of Archaeological Importance in an area which has produced significant archaeology dating to all periods. It is possible that groundworks associated with the extension may reveal or disturb archaeological layers. It will be necessary to record any revealed features and deposits through an archaeological watching brief on all groundworks. This can be achieved via a suitably worded condition.

LAND CONTAMINATION

4.53 The applicant has submitted a land contamination screening assessment stating that there is no known previous history of uses of land that could have the potential for contamination. Public protection officer has reviewed historic maps and note that a scrap metal merchant dating from 1959 was evident in the vicinity of the site. As such, a condition is recommended to ensure that if contamination is found, and remediation is necessary, then this is covered.

AFFORDABLE HOUSING AND CONTRIBUTIONS

4.54 As the scheme is for an increase in the number of dwellings below 15, there is no requirement to provide any affordable housing in accordance with draft Local Plan Policy H2 and the Council's interim targets. Due to pooling restrictions, no open space/ play or outdoor sport offsite contribution is sought. The type of units proposed do not trigger a requirement for contributions towards education facilities.

OTHER ISSUES

4.55 A number of objections have been raised, but are not covered in the main body of the report.

Fire risk

4.56 The objector comments that there is inadequate provision for fire engine to access the rear of the property. Access to the rear alley is the same for all the properties along Barbican Road, and it is considered that there is adequate space for fire engines to traverse along the alleyway. In addition, access can also be taken from the front in emergency situations.

Construction traffic

4.57 An objector refers to the parking of construction vehicles within the rear alleyway. It is the responsibility of the applicant to ensure that construction vehicles do not cause an obstruction on the public highway and that they have adequate space/access to undertake the development. It is also likely that following the demolition of the existing outbuildings, there would be adequate space within the site to park construction vehicles and any other machinery needed to undertake the development.

5.0 CONCLUSION

5.1 The application would result in a conversion of two family dwellings to 12 flats contributing to housing supply in accordance with draft Local Plan Policy H8 and the NPPF. It is considered that the flats will provide an adequate standard of residential amenity, with provision for car and cycle parking, waste storage and amenity areas within the site. The site is a sustainable location for residential uses, with access to the city centre through sustainable transport means and there is no risk of flooding.

5.2 The extensions and alterations are considered to preserve the appearance of the two dwellings in the streetscene. To the rear, there is significant boundary treatment, limiting the visual impact of the proposal. The site is located outside any conservation area, and the extensions and alterations are considered to respect the local environment, in terms of scale, mass and design. Furthermore, the extensions are considered to preserve the residential amenity of neighbouring occupiers, in terms of overlooking and overshadowing

5.3 The proposals accords with national guidance in the NPPF and the Draft Development Control Local Plan Policies subject to conditions.

COMMITTEE TO VISIT

6.0 RECOMMENDATION: Approve

1 TIME2 Development start within three years

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

B166.01.11 rev C

B166.02.10 rev D

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

3 Development shall not commence 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 an Area of Archaeological Importance and the development will affect important archaeological deposits which must be recorded during the construction programme.

4 HWAY19 Car and cycle parking laid out

5 The building hereby approved shall not be occupied until scaled details (1:100) of the waste and refuse storage area has been submitted to and approved in writing by the Local Planning Authority. The details shall include the external finish of the storage area and demonstrating that it can accommodate the relevant quantities of containers required for the development. The storage area shall be provided prior to the occupation of the building and maintained as approved for the lifetime of the development.

Note- you are advised that the following quantities are required:

1 x 1100 litre bin for general rubbish

1 x 660 litre bin for general rubbish

1 x 1100 litre bin for paper and cardboard recycling

1 x 660 litre bin for plastic bottles and cans

1 x 240 litre bin for glass

Reason: To ensure that waste and recycling storage can be accommodated within the site.

6 LC4 Land contamination - unexpected contam

7 All construction and demolition works and ancillary operations, including deliveries to and dispatch from the site shall be confined to the following hours:

Monday to Friday 08.00 to 18.00

Saturday 09.00 to 13.00

Not at all on Sundays and Bank Holidays.

Reason: To protect the residential amenity of local residents.

7.0 INFORMATIVES:

Notes to Applicant

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

In considering the application, The Local Planning Authority has implemented the requirements set out within the National Planning Policy Framework (paragraphs 186 and 187) and having taken account of all relevant national guidance and local policies, considers the proposal to be satisfactory. For this reason, no amendments were sought during the processing of the application, and it was not necessary to work with the applicant/agent in order to achieve a positive outcome.

2. ELECTRIC VEHICLE CHARGING

For planning applications that include new parking, CYC normally request that provision is made for the charging of electric vehicles on site. Whilst the local planning authority do not feel it is necessary to condition a requirement for electric vehicle recharging in this case (as there are no additional parking spaces proposed), we would be happy to advise on a suitable, cost-effective and practical recharging solution on this site, should the applicant wish to explore this. Contact the Public Protection team on 01904 551555 for further information and advice.

3. INFORMATIVE:

The developer's attention is drawn to the various requirements for the control of noise on construction sites laid down in the Control of Pollution Act 1974. In order to ensure that residents are not adversely affected by air pollution and noise, the following guidance should be adhered to, failure to do so could result in formal action being taken under the Control of Pollution Act 1974:

(a) All demolition and construction works and ancillary operations, including deliveries to and despatch from the site shall be confined to the following hours:

Monday to Friday 08.00 to 18.00
Saturday 09.00 to 13.00
Not at all on Sundays and Bank Holidays.

(b) The work shall be carried out in such a manner so as to comply with the general recommendations of British Standards BS 5228: Part 1: 1997, a code of practice for "Noise and Vibration Control on Construction and Open Sites" and in particular Section 10 of Part 1 of the code entitled "Control of noise and vibration".

(c) All plant and machinery to be operated, sited and maintained in order to minimise disturbance. All items of machinery powered by internal combustion engines must be properly silenced and/or fitted with effective and well-maintained mufflers in accordance with manufacturers instructions.

(d) The best practicable means, as defined by Section 72 of the Control of Pollution Act 1974, shall be employed at all times, in order to minimise noise emissions.

(e) All reasonable measures shall be employed in order to control and minimise dust emissions, including sheeting of vehicles and use of water for dust suppression.

(f) There shall be no bonfires on the site

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