

## COMMITTEE REPORT

**Committee:** Planning Committee      **Ward:** Dringhouses and Woodthorpe  
**Date:** 24 September 2009      **Parish:** Dringhouses/Woodthorpe  
Planning Panel

**Reference:** 09/01313/FULM  
**Application at:** Sim Hills Tadcaster Road Dringhouses York  
**For:** Construction of park and ride facility to create 1,250 vehicle car park space with associated access and passenger terminal building, wind turbine and open space  
**By:** Mr Paul Thackray  
**Application Type:** Major Full Application (13 weeks)  
**Target Date:** 6 October 2009

### 1.0 PROPOSAL

1.1 The Park and Ride facility at Askham Bar, currently designed to accommodate 540 cars, has over a long period formed a significant element in the City's strategy to minimise car trips into the City Centre for a range of sustainability reasons. In recent times the site has suffered significant capacity problems and is in need of some refurbishment. As part and parcel of a scheme to improve the range and quality of Park and Ride accommodation serving the City permission is sought for the current development to provide 1,250 parking spaces (with 1,100 for immediate occupation). In addition to the parking area a sustainable terminal building, a wind turbine and an informal open space associated with a potential SINC (Site of Interest for Nature Conservation) would be provided. A formal statutory Environmental Impact Assessment has been submitted with the proposal and the site lies within the designated York Green Belt. The development site partially overlays a disused landfill site.

### 2.0 POLICY CONTEXT

2.1 Development Plan Allocation:

Contaminated Land GMS Constraints:

City Boundary GMS Constraints: York City Boundary 0001

DC Area Teams GMS Constraints: West Area 0004

2.2 Policies:

CYGP1  
Design

CYGP3  
Planning against crime

CYGP4A

Sustainability

CYGP6  
Contaminated land

CYGP9  
Landscaping

CYGP11  
Accessibility

CYNE7  
Habitat protection and creation

CYGB1  
Development within the Green Belt

CYT6  
Park and Ride

CYNE5A  
Local Nature Conservation Sites

### **3.0 CONSULTATIONS**

INTERNAL:-

3.1 Design, Conservation and Sustainable Development raise no objection to the proposal subject to the incorporation of standard conditions relating to the safeguarding of archaeological remains, the submission of a detailed landscape planting scheme, the protection of existing trees and lengths of hedgerow and the prior written approval of hard surfacing materials.

3.2 Engineering Consultancy-Structures and Drainage raise no objection to the proposal.

3.3 City Development raise no objection to the proposal but wish to see any permission appropriately conditioned to require the submission of a detailed landscape scheme for written approval prior to the development commencing on site.

3.4 Environmental Protection Unit raise no objection to the proposal subject to a number of standard conditions covering matters such as previous land contamination and potential gas migration are dealt with in any permission.

3.5 Highway Network Management raise no objection to the proposal and suggest the addition of a number of standard conditions to any permission.

EXTERNAL:-

3.6 Marston Moor Internal Drainage Board raise no objection to the proposal subject to the addition of conditions covering the design of surface water drainage works to any permission.

3.7 York Natural Environment Panel raise no objection in principle to the proposal but wish to see some internal re-arrangement to create more of a green corridor around the eastern edge of the site.

3.8 Dringhouses and Woodthorpe Planning Panel raise no objection in principle to the proposal but express some concern with regard to the detail of the landscaping submitted with the scheme , the need to develop links with the nearby Askham Bog Nature Reserve and the need develop a detailed management plan for the long term maintenance of the candidate SINC.

3.9 Natural England raise no objection to the proposal.

3.10 The Environment Agency were consulted with regard to the proposal on 15th July 2009. No objection in principle has been raised to the proposal but additional time has been requested to consider potential impact from leachate upon the Askham Bog SSSI . Their detailed response will be reported orally to Members at the Committee Meeting.

3.11 Network Rail were consulted with regard to the proposal on 19th August 2009. No response has been forthcoming.

3.12 Yorkshire Water Services were consulted with regard to the proposal on 15th July 2009. No response has been forthcoming.

3.13 The Highways Agency wish to make a holding objection in respect of the proposal whilst they further consider the submitted application details.

3.14 Coun D Merrett has objected to the design of the access arrangement to the site in so far as it impinges upon the junction with the cycleway leading from the City Centre to Copmanthorpe.

## **4.0 APPRAISAL**

### **PLANNING POLICY CONTEXT :-**

4.1 PPG2 "Green Belts" in Para 3.17 identifies Park and Ride proposals as not inappropriate development in Green Belts provided that the site has been identified as the most sustainable following a thorough and comprehensive assessment of potential sites , the scheme would not compromise the open character or purposes of designation of the Green Belt , the proposal is included within the relevant Local Transport Plan and any new or reused buildings within the scheme provide only facilities essential for the operation of the site.

4.2 Policy Y1(D)- Transport of the Yorkshire and Humber Regional Spatial Strategy (2008) sets up a requirement to implement stronger traffic demand management measures in York together with improvements in the capacity and quality of Park and Ride facilities in the York Area.

4.3 Policy T6 of the York Development Control Local Plan sets a firm policy presumption in favour of new Park and Ride facilities where they are well related to the York Outer Ring Road, they do not adversely affect the environment of local

communities , they do not significantly detract from the open character of the Green Belt and they are located on or close to a major radial route.

4.4 Policy GB1 of the York Development Control Local Plan sets a firm policy requirement that planning permission will only be given within the Green Belt where the scale, location and design of such development would not detract from the open character of the Green Belt, it would not conflict with the purposes of including land within the Green Belt , it would not prejudice the setting and special character of York and is for the purposes of the provision of Park and Ride facilities.

4.5 Policy NE7 of the York Development Control Local Plan sets a firm policy presumption that development proposals will be required to retain important natural habitats and where possible include measures to enhance or supplement them and to promote public awareness and enjoyment of them.

4.6 Policy NE 5a) of the York Development Control Local Plan sets a firm policy presumption against development which may have an adverse impact upon a Local Nature Reserve or other non-statutory site of nature conservation interest other than where the reasons for the development substantively outweigh the nature conservation value of the site.

4.7 Policy GP11 of the York Development Control Local Plan sets a firm policy framework requiring that where appropriate new development will be required to demonstrate that suitable provision has been made for those with particular mobility problems or sensory impairment.

4.8 Policy GP9 of the York Development Control Local Plan sets a firm policy framework requiring that where appropriate development proposals should incorporate a landscape scheme as an integral part of the proposals, include an appropriate range of indigenous species, reflect the character of the locality and the surrounding development and form a long term edge to developments adjoining or in open countryside.

4.9 Policy GP6 of the York Development Control Local Plan sets a firm policy framework for the development of sites which have in the past been contaminated . This requires the undertaking of an assessment of the level and nature of contamination and any measures necessary to remediate the contamination prior to determination of the application.

4.10 Policy GP4a) of the York Development Control Local Plan sets a firm policy requirement for new development to have appropriate regard to the principles of sustainable development which include maintaining or increasing the economic prosperity of the City of York, being of a high quality design with the aim of conserving and enhancing the local character and distinctiveness of the City, minimising the use of non-renewable resources and pollution, conserving and enhancing natural areas and landscape features and maximising the use of renewable resources , making use of renewable energy sources on site.

4.11 Policy GP3 of the York Development Control Local Plan sets a firm policy requirement that where appropriate new development will incorporate crime

prevention measures achieving the natural surveillance of public spaces, secure locations for car and cycle parking, satisfactory lighting and the provision of CCTV.

4.12 Policy GP1 of the York Development Control Local Plan sets a firm policy requirement for new development to respect or enhance the local environment, be of a density, layout, scale, mass and design that is compatible with neighbouring buildings, spaces and the character of the area, avoid the loss of important features that contribute to the quality of the local environment, retain, enhance and create urban spaces, public views and other townscape features which make a significant contribution to the character of the area and accord with sustainable design principles.

#### KEY CONSIDERATIONS:-

4.13 Key Considerations include:-

- i) Impact of the proposal upon the open character and purposes of designation of the Green Belt;
- ii) Impact of the proposal upon the Askham Bog SSSI ;
- iii) The inclusion of a potential SINC within the application site;
- iv) Proposed hard and soft landscaping associated with the scheme;
- v) Use of the principles of sustainability in the design of the scheme including the proposed terminal building and the use of renewable energy sources;
- vi) Treatment of possible land contamination within the site.
- vii) Design of the proposed surface water drainage system.
- viii) Access Design.

#### 4.14 IMPACT UPON THE GREEN BELT.

PPG2 "Green Belts" in paragraph 3.17 clearly identifies the provision of park and ride facilities as appropriate development within the Green Belt providing certain criteria are fulfilled, these include that a comprehensive assessment of potential sites giving regard to sustainable principles has been undertaken, that the scheme is included in an up-to-date Local Transport Plan and any new buildings are kept to the minimum necessary for the efficient operation of the site. The current scheme envisages the relocation and expansion of the existing long standing Askham Bar Park and Ride facility on a larger site to the south west of the adjacent site on Tadcaster Road. Prior to selection of the application site an extensive exercise was undertaken to identify the most appropriate location in Green Belt terms for the site. A total of eight potential sites were identified and the application site was identified as the most appropriate in sustainability terms and the least harmful in terms of its impact upon the open character of the Green Belt. No site lying outside of the Green Belt were felt to be suitable. In terms of impact upon the openness of the Green Belt, the layout of the site with built development being restricted to a physically compact area at the centre of the site with extensive areas of landscaping and habitat creation to the north east and south west, would lead to any impact being minimal. The scheme takes a major place in the current Local Transport Plan for the City and the range of facilities encompassed within the Terminal Building represent the minimum necessary for the efficient operation of the site. The provision of a bridge across the East Coast Mainline between the application site and the Askham Bog SSSI as suggested by several of the consultees would however have a detrimental impact upon the openness of the Green Belt and should therefore be discounted.

#### 4.15 IMPACT UPON THE ASKHAM BOG SSSI.

The application site lies some 45 metres from the boundary of the Askham Bog SSSI at its nearest point and there may be some transitory impact during construction from noise and dust generation at the most intensive periods of work. However the SSSI and the Park and Ride site are physically separated by the East Coast mainline which provides a significant physical barrier and the area of the site closest would be occupied by the most intensive area of landscape mitigation and any harm would not be of a serious or permanent nature. The boundary of the site with the East Coast mainline would be provided with appropriate fencing to deter migration of newts and other protected species into the site from the SSSI. The East Coast mainline provides a substantial physical and visual barrier to the development of links between the application of the site and the SSSI. Any new bridge in this location across the railway would add significantly to the impact of the proposal on the open character of the Green Belt in a detrimental fashion notwithstanding the importance of developing public access to the SSSI and should therefore be rejected.

#### 4.16 THE LOCATION OF A SINC WITHIN THE DEVELOPMENT SITE.

The potential SINC comprises two areas of species rich grassland to the north, north-east and east of the site. Species present include the Pyramidal Orchid and the perforated St John's Wort. Construction work is to be very carefully designed and phased in order to minimise disruption to the SINC and long term management arrangement will be put in place to safeguard its nature conservation importance. The area of the SINC forms a significant element of the landscape mitigation for the overall proposal and to re-arrange the built footprint of the site relative to the area of the SINC would increase the impact of the proposal upon the open character of the Green Belt. On balance the terms of Draft Local Plan Policies NE5a) and NE7 would be complied with in relation to the proposed development.

#### 4.17 HARD AND SOFT LANDSCAPE PROPOSALS.

The central section of the site comprising the main concentration of built development would be subject to a mix of hard and soft landscaping incorporating native shrub and bulb planting with small but well defined areas of tree planting demarcating the parking bays and concentrated in the central square associated with the Terminal Building. The landscape detail submitted with the application has been largely indicative, details of species, density and a planting schedule will therefore be required to be submitted for further approval prior to commencement of the development. Details of the proposed boundary fencing to enable it to blend in with the characteristic boundary detail of the surrounding landscape will also be required by condition. In terms of hard landscaping the main parking area would be constructed in conventional tarmac, there would be some use of setts in the hard paved areas associated with the Terminal Building and the main pedestrian walkways. The use of setts would help reduce the tarmac "heat island" effect of the development in relatively open countryside. Details of the setts should again be reserved by condition for further approval. Lighting would be via 35 eight metre high "dark sky" compliant columns which would have a minimal impact upon the visual amenity of the area and would only be operational when the site is in use. Street furniture has been deliberately designed to be small scale with a light weight chrome finish to avoid detracting from the existing and proposed

landscaping. It is furthermore proposed that the Terminal Building would have a sedum or wildflower roof to blend in further with the landscaping proposals.

#### 4.18 SUSTAINABILITY.

The proposed Terminal Building has been designed to be iconic as a reception point for those arriving at the site and an introduction to the City and also as exemplar of sustainable construction. The principal construction material would be timber from sustainable sources, rainwater harvesting would be used to flush toilets and urinals, heating would be provided by either a ground source or air source heat pump and the roof would be constructed in sedum as a pilot project for other Council related developments. A single vertical axis wind turbine would be submitted as part of the scheme. This would parallel in terms of its design and appearance the turbine erected in the grounds of the nearby Tesco supermarket and would provide approximately 10% of the site's overall energy needs. Noise levels from the turbine would not exceed 42 decibels within 10 metres of the base of the mast. The turbine would be located in close proximity to the Terminal Building which has been identified as the most suitable location within the site in terms of wind speeds. The parking area would be constructed on the ground surface minimising the overall need for excavation with associated vehicle movements and the need to dispose of waste materials.

#### 4.19 LAND CONTAMINATION.

The application site comprises a former landfill site and Policy G6 of the Draft Local Plan sets out the detailed approach in terms of dealing with contamination issues prior to development. The applicant has submitted in addition to the Environmental Statement, a Landfill Gas Study and an Assessment of Leachate Capacity. Taking the various reports together the applicant proposes to construct the development in such a manner as to avoid disturbance of the clay cap situated above the former landfill waste, discharges from the site during construction will be very carefully managed so as to minimise the risk of pollution of surface waters with silty or contaminated runoff, monitoring of potential landfill gas and discharge will take place during construction and additional measures will be put in place if required as a result of the monitoring. The Terminal Building itself will also incorporate a range of appropriate gas protection measures. Overall the nature of the development will bring a further degree of protection from leachates arising from the previous landfill operation and subject to the conditions suggested by the Environmental Protection Unit being appended to any permission then the terms of Policy G6 of the Draft Local Plan would thus be complied with in relation to the proposal.

#### 4.20 PROPOSED SURFACE WATER DRAINAGE SYSTEM.

The applicant because of the nature of the site has submitted a detailed Flood Risk Assessment. Indicative details of surface water drainage suggesting the use of swales, filter drains and wet lands have been submitted with the application. The final details of the drainage scheme have not to date been submitted as the written consent of Network Rail may be required to access a suitable surface water outfall. It is therefore recommended that full details of the proposed surface water drainage arrangements be made subject to condition for further approval on any permission.

#### 4.21 ACCESS DESIGN

Concern has been expressed in respect of the access design for the proposal and specifically the impact upon the Copmanthorpe cycleway that passes the site entrance. The scheme has been the subject of a detailed Stage 1 Safety Audit which was submitted as part of the planning application. This identifies vegetation clearance measures to improve visibility at the site entrance as an effective means of dealing with issue of impact upon the Copmanthorpe cycleway. Notwithstanding that, the detailed junction design should be made the subject of further approval by condition on any permission in accordance with the recommendation of the Highway Authority.

## **5.0 CONCLUSION**

5.1 The Park and Ride Facility at Askham Bar has been in existence since 1990 catering for 540 cars and has been a key element of the traffic management strategy for the City as a whole. Considerable pressure has however been experienced in relation to site capacity in recent times and the site as a whole is in need of refurbishment. Permission has therefore been sought to relocate and expand the site to allow for the creation of some 1,250 parking spaces (with 1,100 for immediate occupation). The site lies within the designated York Green Belt and lies above a former landfill site. PPG2 identifies Park and Ride facilities as appropriated development within the Green Belt providing no suitable non-Green Belt sites are available and any impact upon the openness of the Green Belt is minimal. No suitable non-Green Belt sites have been identified and the development has been designed in order to minimise any impact upon the openness of the Green Belt. In order to further minimise the impact of the proposal extensive landscaping and habitat creation measures have also been proposed. As the focal point of the site a terminal building designed according to sustainable principles has been suggested with a vertical axis wind turbine designed to supply 10% of the site's energy requirements located in close proximity. In terms of impact upon the former landfill site the proposal has been designed to give rise to as little disturbance as possible and appropriate measures have been designed to avoid gas leachate into the Terminal Building and the wider surroundings. The scheme is considered to be acceptable in planning terms and approval is therefore recommended.

## **COMMITTEE TO VISIT**

**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:-

Drawing Refs: CBHAEL500/01 Rev B, HE\_DEC08010353\_001, HE\_DEC08010353\_007A, HE\_DEC08010353\_008, HE\_DEC08010353\_009, HE\_DEC08010353\_010, HE\_DEC08010353\_011, 0863-01, 0863-02, 0863-03. Date Stamped 7th July 2009.

or any plans or details subsequently agreed in writing by the Local Planning Authority as 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 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 on the Terminal Building shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development. The development shall be carried out using the approved materials.

Reason: So as to achieve a visually cohesive appearance.

4 Notwithstanding any proposed materials specified on the approved drawings or in the application form submitted with the application, samples of the hard surfacing materials to be used in non-Tarmac areas shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development. The development shall be carried out using the approved materials.

Reason: So as to achieve a visually cohesive appearance.

5 Details of all means of enclosure to the site boundaries shall be submitted to and approved in writing by the Local Planning Authority before the development commences and shall be provided before the development is occupied.

Reason: In the interests of the visual amenities of the area.

6 No development shall take place 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, shrubs and other planting. This scheme shall be implemented within a period of six months of the substantive completion of the development. Any trees or plants which within a period of five years from the completion of the development 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 agreed 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.

7 Prior to the commencement of the development hereby authorised, including all earth movements, introduction of utilities, importing of materials or other building operations, a method statement covering protection measures for the existing trees and hedgerows shown to be retained on the approved drawings shall be submitted to and approved in writing by the Local Planning Authority. This statement shall include details of protective fencing, phasing of works, site access during site preparation/construction, parking arrangements for site vehicles, storage of materials and location of site cabin. The development shall thenceforth be implemented in strict accordance with the details thereby approved.

Reason: To protect existing trees and lengths of hedgerow which are considered to make a significant contribution to the amenity of the area and the wider development.

8 Notwithstanding the application details hereby approved full details of the wind turbine including height, colouring, location and technical configuration shall be submitted to and approved in writing by the Local Planning Authority before work on site commences. Development shall thenceforth be undertaken in strict accordance with the details thereby approved.

Reason: To ensure that the development is operated according to sustainable principles and to secure compliance with Policy GP4a) of the York Development Control Local Plan.

9 Prior to the occupation of the Terminal Building hereby approved the developer shall submit in writing a formal BREEAM assessment or equivalent, for the Design and Procurement stages for the building hereby approved. All assessments shall be followed by a BREEAM Post Construction review to be submitted after construction at a time to be agreed in writing by the Local Planning Authority. All assessments shall confirm the minimum "Very Good" rating or equivalent, anticipated in the preliminary BREEAM assessment submitted with the application, and be agreed in writing by the Local Planning Authority.

Reason: In the interests of sustainable development, in accordance with the requirements of Policy GP4a) of the York Development Control Local Plan and the Council's planning guidance Interim Planning Statement(IPS) on Sustainable Design and Construction.

10 No work shall commence on site until the applicant has secured the implementation of a programme of archaeological work (a watching brief on all ground works by an approved archaeological unit) in accordance with a specification supplied 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.

11 Development shall not begin until details of foul and surface water drainage works have been submitted to and approved in writing by the Local Planning Authority, and carried out in accordance with these approved details.

Reason: So that the Local Planning Authority may be satisfied with these details for the proper drainage of the site.

12 During the development of the site, 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 07.00 to 19.00  
Saturday 07.00 to 13.00  
Not at all on Sundays and Bank Holidays.

Reason: To safeguard the amenity of the surrounding area and to secure compliance with Policy GP1 of the York Development Control Local Plan.

13 Prior to work commencing on site , a construction environmental management plan (CEMP), incorporating measures detailed in Section 7 of the submitted Environmental Statement, shall be submitted to and approved in writing by the Local Planning Authority. The CEMP shall identify the steps and procedures that will be implemented to minimise the creation and impact of noise, vibration and dust resulting from the demolition, site preparation, groundwork and construction phases of the development. Once approved, the CEMP shall be adhered to at all times, unless otherwise first agreed in writing with the Local Planning Authority.

Reason: To secure the amenity of the surrounding area and to secure compliance with Policy GP 1 of the York Development Control Local Plan.

14 Prior to the commencement of the development hereby authorised , a gas protection system based upon the results of detailed monitoring of landfill gas migration through the site shall be submitted to and approved in writing by the Local Planning Authority. The details of the system shall include provision for the long term verification and monitoring of the gas protection system and shall be implemented in strict accordance with the details thereby approved.

Reason: To ensure that risks from landfill gas 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.

15 In the event that unexpected contamination is found at any time when undertaking the development it must be reported immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme must be prepared, which is subject to the approval in writing of the Local Planning Authority. Following completion of the measures identified in the approved remediation scheme a verification report must be prepared, which will be subject to the written approval of the Local Planning Authority.

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

16 Prior to the commencement of the development hereby authorised, full details shall be agreed in writing with the Local Planning Authority of the design of the following junctions:

- i) the new signalised junction of the A1036 Tadcaster Road and the A64 slip road;
- ii) the existing Park and Ride access road roundabout which will form the new access point for bus services.

These details shall be supported by detailed capacity calculations of the performance of the junctions both in the year of opening and 15 years after that date. The design will also require stage 1, 2 and 3 safety audits to be submitted for written agreement by the

Local Planning Authority prior to the site being first brought into use.

Reason: In the interests of highway safety

17 Prior to the commencement of any works, full details shall be agreed in writing by the Local Planning Authority of the Construction of the Park and Ride facility, including cycle parking facilities, drainage, lighting, signing and lining , barrier control equipment, CCTV equipment and surfacing materials.

Reason: In the interests of Highway Safety

18 Prior to the commencement of the development hereby authorised, a detailed method of works statement shall be submitted to and approved in writing by the Local Planning Authority. This statement shall include the precautions to be taken to ensure the safety of the general public, the method of securing the site, access to the site and the route to be taken by vehicles transporting the construction materials, and the hours during which this will be permitted.

Reason: To ensure that the works are out in a safe manner and with the minimum disruption to users of the adjacent public highway.

19 Prior to the commencement of the development hereby authorised, details shall be agreed in writing by the Local Planning Authority of the arrangements for maintaining the movement of traffic in the vicinity of the site, during the periods when construction work is taking place in relation to the provision of new access points serving the Park and Ride facility.

Reason: In the interests of highway safety.

20 Prior to works starting on site a dilapidation survey of the highways adjoining the site shall be jointly undertaken with the Council and the results of which shall be agreed in writing with the LPA.

Reason: In the interests of the safety and good management of the public highway.

21 Prior to the development commencing details of the measures to be employed to prevent the egress of mud, water and other detritus onto the public highway, and details of the measures to be employed to remove any such substance from the public highway shall be submitted to and approved in writing by the Local Planning Authority. Such measures as shall have been approved shall be employed and adhered to at all times during construction works.

Reason: To prevent the egress of water and loose material creating a hazard on the public highway.

## **7.0 INFORMATIVES:**

### **Notes to Applicant**

#### 1. 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 impact of the proposals on the open character and

purposes of designation of the Green Belt, impact of the proposal upon the Askham Bog SSSI, the inclusion of a potential SINC within the development site, proposed hard and soft landscaping associated with the scheme, use of sustainability principles in the design of the scheme particularly in relation to the Terminal Building and associated wind turbine, treatment of possible land contamination within the site, design of the proposed surface water drainage system and design of the access to the site. As such the proposal complies with Policy YH9 and Y1C of The Yorkshire and Humber Plan, policies GP1, GP3, GP4a), GP6, GP9, GP11, NE7, NE5a) T6 and GB1 of the City of York Development Control Local Plan and Government policy contained within Planning Policy Guidance note 2 'Green Belts'.

## 2. CONSENT FOR HIGHWAY WORKS:

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/Temporary Highway Closure - Section 184 - Stuart Partington (01904) 551361

## 3. CONTACT UTILITIES:

You are advised that this proposal may have an affect on Statutory Undertakers equipment. You must contact all the utilities to ascertain the location of the equipment and any requirements they might have prior to works commencing.

### **Contact details:**

**Author:** Erik Matthews Development Control Officer  
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