

COMMITTEE REPORT

Date: 8 September 2011 **Ward:** Skelton, Rawcliffe, Clifton Without
Team: Major and Commercial Team **Parish:** Clifton Without Parish Council

Reference: 11/00516/FUL
Application at: Vue Cinema Stirling Road York YO30 4XY
For: Erection of single storey restaurant (use class A3)
By: Derby Property Investments Ltd
Application Type: Full Application
Target Date: 23 May 2011
Recommendation: Approve

1.0 PROPOSAL

1.1 This application seeks planning permission to erect a restaurant on land within the Vue Cinema car park at Clifton Moor. The proposed height of the restaurant is 5.1m to the eaves and 8.1m to the ridge. A flat roof entrance block would be 7.5m in height. The footprint of the proposed restaurant is 372 sq m with a modest outdoor seating area to the front. The proposed building would be constructed predominantly of red brickwork with roof tiles.

1.2 The application site is unallocated 'white land' on the Local Plan Proposals Map. The proposal would result in the loss of 47 car parking spaces to the west of the existing Chiquito's restaurant. The existing car park is shared with Vue Cinema, Frankie and Benny's and Chiquito's restaurants, as well as the Flying Legend pub.

1.3 The nearest residential dwellings are on the opposite side of Clifton Moor Gate, approximately 90m to the west. Other than the residential dwellings to the west, the area is generally characterised by retail and leisure facilities with business and industrial units to the south.

1.4 This application has been brought before East Area Planning Sub-Committee at the request of Cllr. Wiseman on the grounds of loss of car parking and impact on the character of the area. A site visit was carried out before the August Planning Committee, from which the application was deferred for further consultation to be carried out.

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: East Area (2) 0005

2.2 Policies:

CYSP6

Location strategy

CYSP7A

The sequential approach to development

CYGP1

Design

CYGP4A

Sustainability

CYT4

Cycle parking standards

CYT7C

Access to Public Transport

CYS6

Control of food and drink (A3) uses

3.0 CONSULTATIONS

INTERNAL

3.1 Integrated Strategy - Information submitted by the applicants states that the proposed restaurant would be ancillary to existing uses at Clifton Moor. The unit would serve the catchment area of Clifton Moor and the applicants therefore argue that there are no sequentially preferable sites in the city or district centres. The proposed restaurant would serve the needs of existing visitors to the retail, leisure

and business parks. Impact information which was subsequently submitted indicates that the proposal would not draw trade away from the city or district centres and would compete with existing restaurant uses at Clifton Moor. Therefore, there are no objections to the proposed development.

3.2 Drainage - The site is in Flood Zone 1 and should not suffer from river flooding. However, insufficient information has been submitted to determine the potential impacts the proposals may have on existing drainage systems. A condition could be added to any approval to ensure drainage details are agreed prior to development commencing.

3.3 Environmental Protection Unit - No objections to the application. Conditions should be added to any approval regarding kitchen extraction systems and the installation of plant and machinery to ensure that odours and noise do not harm neighbouring amenity. A Phase 1 contamination report has been submitted which is sufficient in this case. A condition should be added to any approval that any contamination found shall be cleaned up.

3.4 Highway Network Management - The application is supported by a Transport Statement which included a parking accumulation survey. The parking accumulation survey has demonstrated that the parking demand on an evening currently peaks at approximately 77% of total capacity. The development proposals (restaurant & hotel combined) will result in the loss of 104 spaces.

The parking demand associated with the proposed development (hotel and restaurant application) has then been added to the reduced size car park. This results in a peak accumulation of 94% of capacity.

Officers consider that this represents a very robust assessment and in reality is unlikely to occur as the parking demands for each proposed use have been considered individually. Given the nature/mix of uses in the locality experience demonstrates that the majority of trips will be linked trips (hotel/restaurant, cinema/restaurant) and as such the demand for parking will actually be lower than considered. The approach taken to the assessment therefore has an element of double counting in terms of car parking demand. Officers are therefore satisfied that adequate parking stock will remain in the car park following the implementation of the developments. The Transport Statement also looked at the level of traffic that could be generated by the proposed development. Any increase in flows will be negligible and as discussed above a number of trips to the site will be linked trips which will further reduce the level of traffic generated by the development. The adjacent highway has been demonstrated to operate satisfactorily with development traffic added.

Conditions are recommended to be added to any approval regarding a travel plan, method of works statement, and cycle parking.

EXTERNAL

3.5 Clifton Without Parish Council - Only support the proposals if there is no reduction to the on-site car parking levels and there is no impact on the original landscaping scheme.

3.6 Police Architectural Liaison Officer - The applicants have not demonstrated within the application how the potential for crime has been addressed. However, given that the restaurant would require a license to sell alcohol or open after 23:00 hours any potential issues would be dealt with as part of that process. Therefore there are no 'designing out crime concerns' at this stage.

3.7 Third Parties - Two letters of objection received from local residents. The following comments were made:

- The application would result in the loss of thirty car parking spaces;
- The application contains a number of misstatements, supplies contradictory data and contains incorrect information;
- Some of the routes through the car park are substandard due to poor sight lines and there are no footpaths within the car park, encouraging more cars to use this site would create a serious pedestrian/vehicular conflict;
- The proposed signage is so large as to be out of character with others in the area and the Design and Access Statement makes reference to awnings but these are not shown on the submitted plans;
- The bin storage and servicing area is to the west of the restaurant which is closest to residential dwellings with no sound buffer (Please note that this has been amended on the revised plans so that the service yard is now to the east of the proposed building);
- The proposed building would result in the loss of five existing disabled standard car parking spaces with only four to be created and these are located further from the existing Chiquito's restaurant than existing bays;
- If the proposal is not expected to generate new business but simply dilute the custom of existing businesses, would the creation of new jobs be offset by the loss of jobs in neighbouring establishments_;
- The applicants claim that the proposal cannot create solar gain due to the orientation of the building on an east-west axis, however in the statement for the proposed hotel (ref no. 11/00620/OUTM) they state that solar gain is not possible because the proposed building is on a north-south axis, surely both of these statements cannot be true?;
- The applicants state there are no trees on the site but then on the elevational plans show a tree;
- The applicants state that the site is sustainable because it is close to the Park and Ride, in fact it is one mile away by road;
- The applicants state that the building would be similar in scale to those neighbouring it, however in fact the building is taller and would block the view of other restaurants from Clifton Moorgate;

- The economic benefit of the proposal is unclear and the building itself contains no sustainable features;
- It has been known for some time who the end user of this restaurant would be but the applicants are holding back this information;
- The site is already so popular that during busy times cars park on Stirling Road, the Transport Statement is flawed as the study was not undertaken during school holidays or when a very popular film was showing;
- The applicants claim that the local road network is able to operate well within capacity with the additional trips from the site, however it is widely known that the A1237 from Shipton Road to Wigginton Road is overloaded and congested for extensive parts of the day;
- Concerns about additional noise from loud music, car doors banging, singing, and people shouting;
- Concerns about bright lights from illuminated signage;
- The proposal will generate extra traffic while reducing the level of car parking, this may lead to people parking on residential streets in the area;
- Concerns about rowdiness and disorder after hours with two drinking establishments so close together;
- Concerns that bins will attract rats and foxes.

4.0 APPRAISAL

4.1 The key issues are:

- The principle of development;
- Residential amenity;
- Visual impact;
- Highways and car parking;
- Sustainability;
- Drainage;
- Contaminated land.

PRINCIPLE OF DEVELOPMENT

4.2 Policy SP6 'Location Strategy' of the City of York Development Control Local Plan states that development will be concentrated on brownfield land within the built up urban area of the city. Policy SP7a 'The Sequential Approach to Development' states that new development must be highly accessible by non-car modes of transport and that a sequential approach will be used for assessing planning applications. Whilst the proposal is below the 400 sq m threshold outlined in this policy, national advice in Planning Policy Statement 4 'Planning for Sustainable Economic Growth' (PPS4) advises that a sequential approach can be used in assessing typically town centre uses (for example a restaurant) when proposed outside of an existing centre. PPS4 seeks to direct economic development towards city centres where possible.

4.3 An important consideration is the ministerial statement issued on the 23rd March 2011, which states that planning has a key role to play in ensuring that the sustainable development needed to support economic growth is able to proceed as easily as possible. The statement says that appropriate weight should be given to the need to support economic recovery and that applications that secure sustainable growth are treated favourably (consistent with advice in PPS4).

4.4 The applicants state that the proposed restaurant is an ancillary use to existing facilities in the area. This is backed up by stating that the proposal would only represent a 0.5% increase in existing retail and leisure floor space at Clifton Moor. It is stated that the restaurant would not be a destination in itself, but would compliment the existing retail and leisure services on offer at Clifton Moor. It is claimed that the restaurant would offer variety of choice. Therefore, the applicants believe that the majority of customers would be undertaking linked trips. It is therefore concluded that the proposal is merely ancillary to existing uses and the catchment area for the proposed restaurant is Clifton Moor itself. This leads to the conclusion that there are no sequentially preferable sites in an existing centre i.e. a new restaurant in the city centre would not serve the need of users of the leisure and retail park, which is the aim of the applicants.

4.5 Although the applicants claim that the majority of customers would be existing users of the leisure and retail facilities, it is reasonable to assume that the restaurant has the potential to attract a number of customers whose only intention is to visit the restaurant. The location is easier to access than the city centre from some areas of the city. For this reason, the applicants were requested to carry out an 'impact test' so that analysis could be made regarding the potential impact the proposal may have on existing restaurants in the city centre.

4.6 The applicants predict that the proposed unit would turnover approximately £0.72m per year. In the highly unlikely event that all of this trade was pulled from the city centre this would represent less than 2% draw from the income of existing city centre restaurants. Whilst making predictions regarding future usage of a restaurant is problematic, it is highly likely that a number of restaurant users will be existing users of the retail, business, and leisure park at Clifton Moor and therefore in reality, the proposed restaurant would draw far less than 2% of the city centre trade. It is not considered, therefore, that the proposal would have a significant impact on the vitality and viability of the city centre. A similar conclusion was drawn when approving the Chiquito's restaurant application 08/00347/FUL. Therefore it is not considered that the proposal conflicts with the aims and objectives of PPS4 or local planning policies.

RESIDENTIAL AMENITY

4.7 The nearest residential dwellings to the proposed restaurant are on the opposite side of Clifton Moorgate approximately 90m away. On either side of Clifton Moorgate there is green landscaping which restricts views from these houses into the site. It is not considered that the proposed restaurant would have any significant impact on visual amenity at this distance. The proposed restaurant has been orientated so that the service yard is to the east of the building, away from the nearest residential units. It is not considered that the activity generally associated with a restaurant of this size would harm neighbouring amenity through noise or disturbance given the separation distance and the fact that a busy road sits between the two uses. A licence has been granted for the premise to sell alcohol and operate between 10:00 and 00:30 hours every day, with the outside area to close by 22:00. No hours of operation conditions are recommended to be included on any planning permission as it is considered that the licensing regime is the most suitable legislation to control hours of use and protect amenity as it allows much greater flexibility in terms of responding to issues which may arise.

VISUAL IMPACT

4.8 The application site is within a car park which serves restaurants and a cinema. The proposed restaurant is set back around 65m from Stirling Road and 45m from Clifton Moorgate. The building would sit at the end of a row of three restaurants, with Chiquito's and Frankie and Benny's sitting between the proposal and Vue Cinema. To the north west of the proposed restaurant is the Flying Legends pub. The area generally has the appearance of a typical out of town leisure and retail park set within substantial car parks. The buildings within the area are typically of brick or rendered walls with clay coloured roof tiles.

4.9 The proposed development is similar in design to the recently constructed Chiquito's restaurant. The height of the proposed restaurant is 5.1m to the eaves and 8.1m to the ridge. A flat roof entrance block sits at 7.5m in height. The footprint of the proposed restaurant is 372 sq m. The proposed building would be constructed predominantly of red brickwork with roof tiles. The entrance block would be rendered and painted, windows would be aluminium framed. The materials to be used can be controlled via condition to ensure they are suitable and fit in with the character of the area. In order to give some context to the proposed restaurant, it is worth noting that the recently approved and constructed Chiquito's restaurant is 360 sq m in size, has an eaves and ridge height of 5m and 7.1m respectively. Chiquito's has a rendered entrance block which sits at the same height as the ridge of the main restaurant. Whilst the proposed restaurant has a marginally larger footprint and is 1m greater in height to the ridge, it is considered that it would appear generally in keeping with the surrounding area. The building is well set back from the roadside and is seen within the context of the much larger cinema building and offices located to the south.

HIGHWAYS AND CAR PARKING

4.10 The proposed development would bring an additional facility into the area and therefore has the potential to increase the number of users of the retail and leisure park. Whilst the site is close to a residential area and can also be accessed by a regular bus service which stops at Tesco's opposite, it is accepted that a number of visitors to the restaurant may arrive by private car. The application site is close to the outer ring road which is very congested at certain times of the day. Given the very modest scale of development proposed in relation to those in the immediately surrounding area and the fact that a number of visitors will be making linked trips and would be using another facility in the area anyway, it is not considered reasonable to object to the proposal in terms of its potential impact on the local highway network. The proposal represents a 0.5% increase in the retail and leisure floor space of Clifton Moor, therefore it is considered that the increase in flows would be negligible in relation to all trips to the Clifton Moor area.

4.11 Each application should be assessed on its own merits. However, it has to be noted that this application was submitted at the same time as an outline planning application for the erection of a 70 bed hotel on the eastern side of the car park. Both applications would result in a decrease in the number of car parking spaces available whilst also potentially increasing the demand for car parking spaces. The proposed restaurant would result in the loss of 47 car parking spaces.

4.12 The submitted 'Transport Statement' shows that at present, only approximately 77% of the car park is used at peak times. As a result of the proposed hotel and restaurant development, the peak capacity of the car park would reach 94%. This figure accounts for not only the reduction in car parking spaces but also the anticipated additional demand for spaces as a result of the proposed developments. The figure of 94% peak usage has been determined based on users attending the various facilities individually with no linked trips, therefore it is considered to be a robust calculation by Officers as in reality linked trips will make up a significant number of users of the restaurant. Officers are therefore satisfied that adequate parking provision will remain in the car park following the implementation of the developments.

4.13 Concerns have been raised by a local resident that cars already park on Stirling Road during busy times and that the decrease in car parking spaces combined with an increase in users of the site would make this situation worse and potentially create a road safety issue and hinder the free flow of traffic. It is not disputed that people already park on Stirling Road rather than use the car park, however there is no evidence to suggest that this is because the car park is full. Stirling Road does not contain parking restrictions and users may have simply decided to park on the road rather than use the car park. If car parking on this stretch of road increased to the point that it created significant highway problems,

then the Council has the power through Traffic Regulation Orders to apply waiting restrictions which would eliminate this problem if it occurred in the future.

4.14 There is good public transport access through a regular bus service which stops nearby. A very regular bus service runs from the nearby Tesco store to Osbaldwick via the city centre and a number of other residential areas. The bus service is at a frequency of two buses per hour later in the evening with the last bus leaving at 11pm. The site is also reasonably well served by a number of local cycle tracks both on and off-road. A condition is recommended to be added to any approval ensuring that cycle parking is provided which complies with local standards in terms of both numbers of spaces and their quality. The provision of cycle parking and the closeness of a regular bus service means that users of the site have a sustainable transport choice.

SUSTAINABILITY

4.15 The application site is considered to be in a sustainable location because it is within the built up urban area of the city. A Sustainability Statement was submitted with the application in line with Local Plan Policy GP4a. The statement covers economic sustainability in terms of job creation. The report also states that the development aims to reduce resource usage and pollution whilst maximising recycling. The proposed development is considered to be a 'small scale commercial development' in relation to the Council's Interim Planning Statement on Sustainable Design and Construction as it is under 500 sq m. For developments within this category, no BREEAM assessment is required. However the development is expected to generate 5% of its expected energy demand through on-site renewable energy. The applicants do not state a commitment to providing 5% of energy demand through on-site generation as they state that no end user is in place and therefore the expected energy usages of future tenants as well as the internal fit-out specifications are not known. It is the Officer's opinion that it is technically feasible to generate 5% of expected energy demand on site and therefore a condition is recommended to be added to any permission to ensure that this is achieved in line with local planning guidance. This condition will allow details of the renewable energy generation to be agreed prior to first occupation once an end user is known and their individual requirements can be taken into account.

DRAINAGE

4.16 The application site is already completely impermeable consisting of hard standing. The proposal would not increase the level of impermeable area on the site. Whilst the applicants have not submitted detailed drainage plans, it is considered reasonable to conclude that the proposal would have no impact on flood risk elsewhere. The site itself is in Flood Zone 1 and is therefore at low risk from flooding.

CONTAMINATED LAND

4.17 A desktop contamination report was submitted by the applicants and assessed by the Council's Senior Contaminated Land Officer. The site was previously used as part of a military airfield, so land contamination could be present on the site. The desktop study is considered to be sufficient at this stage but should planning permission be granted, a condition should be added to any approval regarding an investigation and risk assessment being carried out into land contamination at this site. Should any contamination be found then a remediation scheme would need to be submitted for approval and subsequently implemented.

5.0 CONCLUSION

5.1 It is considered that the proposed development complies with relevant local and national planning policies and is therefore recommended for approval subject to the conditions outlined below.

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:-

Proposed Site Plan 09.026 16 C

Proposed Elevations 09.026 14 G

Proposed Floor Plan 09.026 15 F

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

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

Reason: So as to achieve a visually cohesive appearance.

4 Prior to the commencement of development details of foul and surface water drainage works shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in complete accordance with the approved information.

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

5 The development shall not be occupied until a Full Travel Plan has been submitted and approved in writing by the LPA. The travel plan should be developed and implemented in line with local and national guidelines. The site shall thereafter be occupied in accordance with the aims, measures and outcomes of said Travel Plan. Within 12 months of occupation of the site a first year travel survey shall have been submitted to and approved in writing by the LPA. Results of yearly travel surveys shall then be submitted annually to the authority's travel plan officer for approval.

Reason; To ensure the development complies with advice contained in PPG13 'Transport' and in Policy T20 of the City of York Local Deposit Draft Local Plan, and to ensure adequate provision is made for the movement of vehicles, pedestrians, cycles and other modes of transport to and from the site, together with provision of parking on site for these users.

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

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

7 Prior to the commencement of any works on the site, a detailed method of works statement identifying the programming and management of site preparation and construction works shall be submitted to and approved in writing by the Local Planning Authority. Such a statement shall include at least the following information;

- the routing that will be promoted by the contractors to use main arterial routes and avoid the peak network hours
- where contractors will park
- where materials will be stored within the site

- details of how the car parking area will be managed during the construction period to ensure adequate car parking remains
- measures employed to ensure no mud/detritus is dragged out over the adjacent highway.

The development shall be carried out in complete accordance with the approved details.

Reason; To ensure that the development can be carried out in a manner that will not be to the detriment of amenity of local residents, free flow of traffic or safety of highway users.

8 The kitchen extraction system to be used must be adequate for the treatment and extraction of fumes so that there is no adverse impact on the amenity of occupiers of nearby premises by reason of fumes, odour or noise. Details of the extraction plant or machinery and any filtration system required shall be submitted to and approved in writing by Local Planning Authority. The equipment shall be installed in complete accordance with the approved details and shall be fully operational prior to the first use of the restaurant and shall be appropriately maintained thereafter.

Reason: To protect the amenity of nearby occupiers of premises.

9 Prior to the first use of the restaurant hereby approved, details of all machinery, plant and equipment to be installed in the proposed premises, which is audible outside the site boundary shall be submitted to and approved in writing by the local planning authority. These details shall include maximum ($L_{Amax}(f)$) and average (L_{Aeq}) sound levels (A weighted), and octave band noise levels they produce. All such approved machinery, plant and equipment shall be installed and used in complete accordance with the approved details. The machinery, plant and equipment and any approved noise mitigation measures shall be appropriately maintained thereafter.

Reason: To protect the amenity of nearby occupiers of premises.

10 Unless otherwise agreed by the Local Planning Authority, development other than that required to be carried out as part of an approved scheme of remediation must not commence until parts a to c of this condition have been complied with:

a. Site Characterisation

An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates

on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

- (i) a survey of the extent, scale and nature of contamination (including ground gases where appropriate);
- (ii) an assessment of the potential risks to:
 - human health,
 - property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
 - adjoining land,
 - groundwaters and surface waters,
 - ecological systems,
 - archaeological sites and ancient monuments;
- (iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

b. Submission of Remediation Scheme

A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part IIA of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

c. Implementation of Approved Remediation Scheme

The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out

remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report (referred to in PPS23 as a validation report) that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing 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 unacceptable risks to workers, neighbours and other offsite receptors.

11 In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of the previous condition, 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 measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with the previous condition.

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

12 No building work shall take place until details have been submitted and approved in writing by the Local Planning Authority to demonstrate how the development will provide 5% of its total predicted energy requirements from on-site renewable energy sources. The development shall be carried out in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority. The approved scheme shall be implemented before first occupation of the development, and the site thereafter shall be maintained to the required level of energy generation.

Reason: In the interests of sustainable development.

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:

- The principle of development;
- Residential amenity;
- Visual impact;
- Highways and car parking;
- Sustainability;
- Drainage; and
- Contaminated land

As such the proposal complies with national planning advice contained within Planning Policy Statement 4 "Planning for Sustainable Economic Growth" and Policies SP6, SP7a, GP1, GP4a, T4, T7c, and S6 of the City of York Development Control Local Plan.

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