

COMMITTEE REPORT

Date: 22 September 2011 **Ward:** Clifton
Team: Major and **Parish:** Clifton Planning Panel
Commercial Team

Reference: 11/01634/FULM
Application at: Nestle Product Technology Centre Haxby Road York YO31 8XY
For: Extensions to existing Product Technology Centre, associated hard and soft landscaping and new footpath
By: Dr Walter Sommerville
Application Type: Major Full Application (13 weeks)
Target Date: 28 September 2011
Recommendation: Approve

1.0 PROPOSAL

1.1 This application seeks planning permission for an extension to the Product Technology Centre (PTC) and its pilot plant at the Nestle factory site. The PTC is located towards the northern end of the Nestle site adjacent to Haxby Road. To the north of the application site are sports playing fields and the Green Belt. To the south and west are Nestle factory buildings. To the east of the building on the opposite side of Haxby Road is a bowling green with the nearest residential dwellings sitting approximately 60m away to the south of the bowling green at Bowling Green Croft. The application site is unallocated within the Local Plan but is classified as an existing employment site given its current use.

1.2 The existing PTC and pilot plant is a dedicated confectionary research and development facility for Nestle. The centre strives to create excellence in confectionary with tasting panellists regularly visiting the site. The centre also offers business and engineering support and is used to host national and international guests, partners and clients to promote the Nestle brand and the research and development work that takes place at the site. The proposal would result in an increase in office space by 3100 sq m and an extension to the pilot plant by 940 sq m. The proposal would extend the existing facilities on offer, the general operation of the site would not alter. The number of staff employed at the building would increase from 190 to 225 and a conference facility able to accommodate 250 guests would be produced. The pilot plant extension is primarily required to enable a greater capacity for the storage of raw ingredients.

1.3 The proposal would result in a loss of a small number of car parking spaces. The number of cycle parking spaces available for staff and visitors would be greatly increased with showering facilities available to encourage people to travel to the site by bicycle.

1.4 The proposed extension to the PTC would primarily be located between the existing building and the recently constructed Insight Centre to the south. The proposed office accommodation would be over three floors. The building would protrude forward of the current PTC building in order to create a new main entrance and approach plaza. The proposed extension to the pilot plant would be to the south of the existing building and would be of similar design and height to the existing plant building. The proposal changes the delivery arrangements for the pilot plant with the majority of raw ingredient deliveries now using Nestle's main delivery point on Wigginton Road.

1.5 The proposed PTC extension is of contemporary design and makes use of modern materials. It is the applicants aim to create a focal point on the Nestle site which would reflect the functions of the PTC and the site as a whole. The proposal makes use of glass and cladding to create a modern clean appearance. The proposed plaza would be paved and contain raised planters and benches to create a pedestrian friendly approach to the building. The existing vehicular entrance would be maintained as would the pedestrian entrance to the north. In addition a new pedestrian entrance is proposed to the south of the vehicular access to provide greater accessibility to the site for pedestrians and cyclists. The applicants are proposing to fund the creation of a new pedestrian footpath running south along the west side of Haxby Road. This would link the PTC site with the other Nestle entrance points and areas towards the city centre.

1.6 The site is well screened by mature tree planting adjacent to Haxby Road. These trees are not protected but do significantly enhance the quality of the area. None of the application site is within the Rowntree/Nestle Factory Conservation Area.

1.7 Earlier in 2011 the applicants submitted a screening opinion to determine whether the application required an Environmental Impact Assessment. It was concluded that the proposal did not constitute either a Schedule 1 or Schedule 2 Development as set out within the EIA Regulations 1999. Therefore an Environmental Statement was not required to be submitted with this application.

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:

CYGP1
Design

CYGP4A
Sustainability

CYE4
Employment devt on unallocated land

CYGP6
Contaminated land

CYNE7
Habitat protection and creation

CYT4
Cycle parking standards

CYSP8
Reducing dependence on the car

CYGP9
Landscaping

CGP15A
Development and Flood Risk

CYGP6
Contaminated land

3.0 CONSULTATIONS

INTERNAL

3.1 City Development - Policy E4 states that planning permission will be granted for employment use of a scale and design appropriate to the locality where it involves infilling or an extension to existing building. The proposal is for an extension to an existing building. Policy GP4a requires all developments to be sustainable and the proposed BREEAM 'Very Good' rating and 10% on site renewable energy generation meets that criteria. There are no policy objections to the proposed development.

3.2 Environmental Protection Unit - No objections to the proposed development. Discussions have been undertaken with the applicants regarding noise to ensure that any plant installed would not be harmful to neighbouring amenity. A condition is recommended to be added to any approval that controls the type of plant and machinery to be installed. Due to the closeness of the site to residential dwellings, a condition is recommended regarding the approval of an Environmental Management Scheme prior to commencement of development and the hours of operation. The ground investigation report submitted with the planning application didn't identify any significant contamination at the site. However, unexpected contamination could still be present in the parts of the site and therefore a condition should be added to any approval. The proposed development will result in the loss of 7 car parking spaces and the movement of the current HGV vehicular access from Haxby Road to the main site entrance on Wigginton Road, so it is not considered that air quality is a relevant issue to this planning application.

3.3 Ecology - A bat scoping survey has been carried out on the existing buildings (May 2011), and they have been assessed as having no or very limited bat roost potential. A young oak tree along the front of the site is to be removed in order to facilitate this scheme. This tree was also checked as part of the bat scoping survey and was again assessed as having no bat roost potential due to its age, size and lack of potentially suitable habitat features.

3.4 Landscape - The revised plan corresponds to previous requests in terms of protecting trees by re-aligning the proposed new pedestrian and cycle entranceway. Whilst it is unfortunate that the removal of two, probably three trees (category B1: T21 Sycamore, T22 Turkey Oak, T23 Lime) would result from the new pedestrian entrance, these will be replaced with two trees either side of the pedestrian entrance. It is the overall impression of tree cover that is of the greatest importance. Thus in the interests of visual coherency between the building and landscape it is considered that the development is acceptable since it does not unreasonably compromise the long term tree cover and public amenity along Haxby Road. Conditions are recommended to be added to any approval covering replacement planting and the protection of trees during construction.

3.5 Highway Network Management - The application has been supported by both a Transport Statement and a Travel Plan. The bulk of traffic to/from the centre is generated by staff, which is proposed to increase by approximately 34. Surveys have identified that a large proportion of staff arrive by non-car modes and many live locally. Increases in traffic levels as a result of the proposals have been identified and demonstrated to be negligible. The facility also hosts conferences and meetings but due to the nature of these, delegates generally travel together and are brought to the site by Nestle.

Access to the site is proposed to remain as existing, with a slight reduction in car parking due to alterations to the internal layout which include the provision of a pedestrian entrance plaza. This is not considered to raise any issues and is in line with local and national policy on reducing dependence on the private car. The level of cycle parking to be provided exceeds that required under CYC Annex E minimum standards and is based upon modal split data for existing employees.

As part of the application Nestle are proposing to reconfigure their delivery procedures for the PTC. This will remove HGV traffic from the Haxby Road entrance as all HGV traffic is proposed to use the existing main North gate entrance on Wigginton Road. This will have the benefit of reducing HGV traffic through adjacent residential areas.

The site is considered to be in a sustainable location with bus stops in close proximity to the main entrance. Nestle propose to provide a new footway alongside the Western side of Haxby Road. This facility will fill a missing link in the footways in the area. The footway is proposed to be secured through a suitably worded condition.

EXTERNAL

3.6 Clifton Planning Panel - No objections.

3.7 Environment Agency - No objections subject to conditions controlling surface water drainage.

3.8 Natural England - No objections.

3.9 Neighbours - One letter received from a resident of 3 Bowling Green Croft. The letter stated that there were no objections to the proposal and it was pleasing to see new work created. However, concerns are raised regarding drainage. There have been blockages which have been traced back to the drain which runs down Haxby Road which is shared by Nestle and Bowling Green Croft. There is concern that adding more water and waste to this drain could result in the situation worsening.

4.0 APPRAISAL

4.1 The key issues are:

- The principle of development;
- Design and visual impact;
- Impact on neighbouring amenity;
- Car and cycle parking; and
- Sustainability.

THE PRINCIPLE OF DEVELOPMENT

4.2 Planning Policy Statement 1: Delivering Sustainable Development requires LPA's to promote sustainable development and recognise the need of businesses to improve productivity through technology. Sustainable locations should be promoted for business development so that the economy can prosper which can help deliver social and environmental benefits. A ministerial statement was issued on 23rd March 2011 which aims to promote sustainable economic growth. The Government's clear expectation is that planning applications for developments that would foster economic development and growth should wherever possible be considered positively, except where this would compromise the key sustainable development principles set out in national planning policy. Furthermore, the emerging draft National Planning Policy Framework states a clear presumption in favour of sustainable economic development.

4.3 The application site is unallocated 'white land' on the Local Plan Proposals Map. The site is within the built up settlement limit of York and is defined as an existing employment site. Development Control Local Plan Policy E4 'Employment Development on Unallocated Land' states that within defined settlement limits planning permission will be granted for employment use of a scale and design appropriate to the locality where it involves infilling, extension, redevelopment or conversion of existing buildings. The proposed development consists of an extension to the existing Product Technology Centre at Nestle. Policy E4 requires any development to be appropriate to the locality. The Nestle factory site has a clearly defined curtilage sitting between Haxby Road and Wigginton Road with Green Belt land to the north. The further development of buildings within the existing curtilage is considered acceptable in principle in line with Policy E4.

DESIGN AND VISUAL IMPACT

4.4 Development Control Local Plan Policy GP1 requires proposals to respect the local environment and be of a scale, mass and design that is compatible with neighbouring buildings, spaces and the character of the area using appropriate materials. The policy also seeks to avoid the loss of vegetation which contributes to the quality of the local environment.

4.5 The proposed PTC extension is of contemporary design and makes use of modern materials. The main entrance faces towards Haxby Road and primarily consists of glass and cladding. The extension wraps around the front and south side of the PTC building. A 4m high extension consisting of aluminium framed glazed curtain walling protrudes in front of the existing building. This is designed to give the frontage of the existing building a contemporary appearance and to visually link the existing building to the main part of the proposed extension. The single storey front extension extends out from the proposed three storey glazed entrance lobby. The

entrance lobby provides a distinctive contemporary appearance to the PTC building. The entrance is angled to face north east towards the pedestrian plaza and the entrance points on Haxby Road. The front extension of the building has an outward looking character and appearance and aims to draw the eye of users of Haxby Road. At its nearest point the proposed extension is approximately 7m from the public highway, the majority of the extension is set back more than 10m from Haxby Road. The frontage of the proposed extension is a bold architectural statement. The extension is considered compatible with the character of the area given its set back from the road and the green landscaping which sits between the extension and Haxby Road. Some works including the removal of two or three trees are proposed in order to allow glimpses of the proposed building, but sufficient green landscaping would remain to soften the overall appearance of the development. Two new trees are proposed to be planted adjacent to the new pedestrian access point in order to maintain the overall level of tree cover along Haxby Road. The tree cover along Haxby Road would help the building 'bed in' to the local environment. The scale and mass of the proposed front extension is considered compatible to the character and appearance of the area and the extension is not considered to dominate other buildings in the locality.

4.6 The three storey entrance lobby part of the proposed extension extends west and wraps around the existing south elevation of the PTC building. This would provide three stories of office accommodation set around a tree planted internal boulevard which separates the existing and proposed office accommodation. The three storey extension to the south of the PTC building is approximately 57m in length, 20m in width and 12.7 in height. The extension would primarily consist of insulated metal cladding with horizontal 'slot' windows. This elevation would be seen by people heading north along Haxby Road. This part of the extension is functional in design but follows the general design principles of the overall development by having a contemporary appearance and making use of metal cladding which is common within this part of the Nestle site; the existing PTC building and the Insight Centre to the south are both clad in metal. Views of the extension would again be softened by existing tree planting along the Haxby Road frontage and also by existing buildings within the Nestle site.

4.7 The existing pilot plant sits to the west of the PTC building. The plant sits within a 10m high metal clad box, it is of functional appearance and is generally screened from public view by the PTC and other buildings within the Nestle site. The proposed extension is a more modest 5.5m in height and is proposed to be metal clad to match the existing plant building. The extension would be flat roof in design and would continue the character and appearance of both the existing Pilot Plant and the PTC extension. Overall, it is considered that all elements of the proposed extension to the PTC building are compatible with the character and appearance of the area with the front extension creating an attractive focal point to this part of the Nestle site.

IMPACT ON NEIGHBOURING AMENITY

4.8 The nearest residential dwellings to the application site are those on Bowling Green Croft which are a little to the south on the opposite side of Haxby Road. The proposed extension would be approximately 50m from 21 Bowling Green Croft. It is considered that given the scale of the extensions proposed, this separation distance is sufficient to ensure that the dwellings would not be dominated by the proposed structure. The parts of the extension which are closest to residential dwellings would be used as office space. A noise assessment has been submitted with the application and assessed by the Council's Environmental Protection Unit and it was concluded that a condition could be added to any approval which would sufficiently protect nearby residential dwellings from noise.

4.9 As a result of the proposed redevelopment of the PTC building the majority of deliveries to the building would use Wigginton Road, thereby reducing the number of heavy goods vehicle movements close to the residential dwellings along Haxby Road. In addition, the proposed works result in the loss of 7 car parking spaces, meaning that there is a reduction in the maximum number of cars which would enter and leave the site entrance. Overall it is considered that the proposal would not have any significant impact on neighbouring amenity and this is backed up by the fact that no local residents objected to the proposal on the grounds of noise or the visual impact of the building itself.

4.10 One letter was received from a local resident who supports the scheme but was concerned about the impact that the proposed development would have on the existing drainage system which runs underneath Haxby Road and is shared by Nestle and Bowling Green Croft. The letter explains that there have been blockages in the past and there is a concern that a greater usage of this drain as a result of the proposed PTC extension would create further blockages. The proposal does not significantly affect the amount of permeable land on the site therefore the overall impact on the runoff rate is considered to be low. Drainage details were submitted with the application which show that a new surface water drainage system will be installed. A flow restricting storage tank would be installed within the system so that water discharge rates into the public sewer are controlled. This should help to alleviate the risk of flooding elsewhere and allow the drainage system under Haxby Road to not become overloaded during storm periods.

CAR AND CYCLE PARKING

4.11 The proposed development results in the loss of 7 car parking spaces. The reason for the loss of the car parking spaces is primarily to create a pedestrian boulevard which would provide a safe and welcoming approach to the building for employees and visitors. Nestle believe they can operate the PTC building with this reduction in car parking spaces and Planning Policy Guidance Note 13: 'Transport'

states that developers should not be asked to provide more car parking than they themselves require. The PTC is an existing business operation and Nestle are in the best position to assess what the potential impact on car parking demand is likely to be as a result of the development. It is understood from the application submission that a good proportion of employees and visitors are from the York area with many arriving by bicycle. For this reason the application proposes to significantly increase the number of cycle stands. The proposal involves the installation of cycle parking bays for 54 users. These bays are well located to the site entrance and are a very short walk from the main building entrance. The number of cycle parking bays exceeds local minimum standards and has received support from Highway Network Management. Details of the cycle parking enclosures would be the subject of a planning condition to ensure they meet our requirements by being secure and enclosed. It is hoped that the number, location, and design of the cycle parking would help to promote sustainable transport choice.

SUSTAINABILITY

4.12 The application site is in a sustainable urban location. The application site is within a large industrial employment site which is classified as previously developed land. The proposed development seeks to expand an existing business enterprise resulting in an increase in the number of jobs at the site. The development is considered highly sustainable in terms of its location and from an economic growth standpoint.

4.13 The proposal does not result in a significant reduction in the level of green landscaping on the site. From an ecology perspective a bat survey was submitted with the application. The survey stated that the existing PTC building and the breezeblock store building which is to be demolished have none or very little bat roost potential. In addition the young oak tree which is to be felled along the site frontage was checked and was assessed as having little bat roosting potential. Therefore the proposal is highly unlikely to have any impact on existing habitats.

4.14 Cycle and car parking issues are addressed within paragraph 4.11 above. In addition to this, the proposed development involves the creation of a new footpath between the vehicular entrance to the PTC site and other Nestle entrance points to the south. This footpath will better link the PTC site with the rest of the Nestle site and the wider area. This would further encourage sustainable transport choice. The footpath has been designed and located in such a way that no trees would be affected.

4.15 In line with Development Control Local Plan Policy GP4a a sustainability statement was submitted with the application. The sustainability statement makes a commitment to achieving a BREEAM rating of at least 'Very Good'. To achieve this standard, high levels of insulation will be installed with low energy mechanical

ventilation systems provided. Low energy lighting systems would be installed and heating would be controlled zonally allowing area specific temperature control which should in turn reduce overall energy demand. In terms of renewable energy installation the applicants are proposing to tap into an existing combined heat and power system at the factory plant. Excess heat from the factory plant would be piped into the PTC, this energy can also be used for electricity generation. This source of renewable energy would provide at least 10% of the energy demand of the PTC building which complies with standards set out in the 'Sustainable Design and Construction' local planning statement. In addition, two of the proposed car parking bays would contain recharging facilities for electric powered cars. This is in line with the requests of the Environmental Protection Unit in terms of contributing towards the improvement in air quality in the city. A condition is recommended to be added to any approval to ensure that these recharge points are installed and operational. Overall, it is considered that the proposed development is sustainable in terms of its environmental, social and economic impacts.

5.0 CONCLUSION

5.1 The proposed development is considered to comply with relevant local and national planning policies. The proposal sufficiently retains the visual amenity value of the landscape area along Haxby Road. The proposed building extensions are compatible with the surrounding area in terms of their siting and scale and the contemporary design of the frontage provides an interesting focal point within the Nestle factory site. Neighbouring amenity is sufficiently protected and the proposal is considered sustainable in terms of its desire to reduce dependency on the car, promote high quality environmentally friendly design and build, and provide jobs. The application is therefore recommended for approval subject to the planning conditions suggested 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:-

- Landscape Proposals General Arrangement 9011-010-101 C and Landscape Proposals Entrance Plaza 9011-010-102 C received by CYC 06/09/11

- Elevation Sheet 1 2011-017/030 B, Elevation Sheet 2 2011-017/031 B, and Elevation Sheet 3 2011-017/032 A received by CYC27/06/11

- Ground Floor Layout 2011-017/010 F and First Floor Layout 2011-017/011 E received by CYC 27/06/11, Second Floor Layout 2011-017/012 F received by CYC 11/08/11, and Roof Plan 2011-017/013 A received by CYC 27/06/11

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- Proposed Sections 2011-017/020 B received by CYC 27/06/11

- Outline Drainage Proposals 2011-017/805 received by CYC 27/06/11

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 acceptable appearance.

4 Details of foul and surface water drainage works shall be submitted to and approved in writing by the Local Planning Authority. The extension hereby approved shall not come into use until the approved drainage works have been carried out in complete accordance with the approved details.

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

5 Details of the means of enclosure for the approved cycle parking shall be submitted to and approved in writing by the Local Planning Authority. The building extension hereby approved shall not be brought into use until the cycle parking areas and means of enclosure have been installed in complete accordance with the 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.

6 The extension hereby approved shall not be brought into use until the areas shown on the approved plans for parking and manoeuvring of vehicles have been constructed and laid out in accordance with the approved plans, and thereafter such areas shall be retained solely for such purposes.

Reason: In the interests of highway safety.

7 Details of the two electric vehicle recharge points shown on the approved plans shall be submitted to and approved in writing by the Local Planning Authority. The electric recharge points shall be installed in complete accordance with the approved plans prior to the approved extension coming into use.

Reason: To promote the use of electric vehicles thereby contributing to the air quality improvement strategies of City of York Council.

8 The building extension hereby approved shall not come into use until the following highway works (which definition shall include works associated with any Traffic Regulation Order required as a result of the development, signing, lighting, drainage and other related works) have been carried out in complete accordance with details which shall have been previously submitted to and approved in writing by the Local Planning Authority, or arrangements entered into which ensure the same.

- the creation of a new 1.2m footway on the Western side of Haxby Road between the main Nestle entrance and the entrance to the Nestle Product Technology Centre.

Reason: In the interests of the safe and free passage of highway users.

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

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

10 The site shall hereafter be occupied in accordance with the aims, measures and outcomes of the Travel Plan which was received by CYC on 27/06/11, unless otherwise agreed in writing by the LPA.

Reason: To ensure the development complies with advice contained in PPG13: 'Transport' and in Policy T20 of the City of York Development Control 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.

11 Prior to commencement of the development, an Environmental Management Scheme for minimising the creation of noise, vibration and dust during the demolition, site preparation and construction phases of the development shall be submitted to and approved in writing by the Local Planning Authority. All works on site shall be undertaken in accordance with the approved scheme, unless otherwise agreed in

writing by the Local Planning Authority.

Reason: To protect the amenity of local residents

12 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.

Reason: To protect the amenity of local residents

13 In the event that contamination is found at any time when carrying out the approved development, the findings must be reported in writing immediately to the Local Planning Authority. In such cases, an investigation and risk assessment must be undertaken, and where remediation (clean-up) 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.

Should City of York Council become aware at a later date of suspect contaminated materials which have not been reported as described above, the council may consider taking action under Part 2A of the Environmental Protection Act 1990.

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.

14 The extension hereby approved shall not come into use until the combined heat and power renewable energy system, as specified in the Sustainability Statement, has been installed at the site and is fully operational unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of sustainable development.

15 The extension hereby approved shall be developed so as to achieve at least a BREEAM 'Very Good' rating. Prior to first use of the extension hereby approved a BREEAM post construction assessment shall be submitted indicating that the development has achieved at least a 'Very Good' rating.

Reason: In the interests of sustainable development.

16 The landscape scheme shall be implemented in accordance with the submitted 'Landscape Proposals General Arrangement 9011-010-101 C and Landscape Proposals Entrance Plaza 9011-010-102 C' within a period of six months of the first use of the extension hereby approved. 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 the Local Planning Authority agrees alternatives in writing. This also applies to any existing trees that are shown to be retained within the approved landscape scheme.

Reason: So that the Local Planning Authority may be satisfied with the variety, suitability and disposition of species within the entire site, since the landscape scheme is integral to the amenity of the development.

17 Prior to the commencement of development, including demolition, site clearance, building operations, or the importing of materials and any excavations, a method statement regarding protection measures for the existing trees 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 and locations of protective fencing, to be shown on a plan, phasing of works, site access during demolition/construction, type of construction machinery/vehicles to be used; locations for storage of materials, and location of site cabin/compound where applicable. The following details shall also be provided: existing and proposed levels, edging, and retaining structures where these occur adjacent to trees. A copy of the method statement shall be available at all times on site; the gravity of its content shall be conveyed and considered at pre-start meetings and will be made known to all contractors and sub-contractors and any other operators working on site near the trees.

Reason: To ensure protection of existing trees before, during and after development which make a significant contribution to the amenity of the area and 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;

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- Design and visual impact;
- Impact on neighbouring amenity;
- Car and cycle parking; and
- Sustainability.

As such the proposal complies with Policies GP1, GP4a, GP9, GP15a, SP8, T4, and E4 of the City of York Development Control Local Plan.

2. INFORMATIVE:

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

Section 62 - Works in a highway - Michael Kitchen 01904 551 336.

3. INFORMATIVE:

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:

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