

DELEGATED REPORT

Date:
Team: Major and Commercial Team

Ward: Heslington
Parish: Heslington Parish Council

Reference: 11/01918/FUL
Application at: Chemistry Department Innovation Way Heslington York YO10 5DD
For: Construction of single storey research and office building for the York Plasma Institute as part of the Physics Department
By: University Of York
Application Type: Full Application
Target Date: 6 September 2011
Recommendation: Approve

1.0 PROPOSAL

1.1 Innovation Way comprises the main thoroughfare linking the principal Heslington West Campus of York University together with the University Science Park. In addition to the structures associated with the Science Park towards its eastern end there are a number of teaching and other facilities associated with the University towards the western end. Planning permission is currently sought for erection of a substantial single storey building to undertake research in to the uses of plasma technology on the car park associated with the Chemistry Department. The proposal has been amended to lessen impact upon adjacent mature landscaping.

2.0 POLICY CONTEXT

2.1 Development Plan Allocation:

2.2 Policies:

CYNE1
Trees, woodlands, hedgerows

3.0 CONSULTATIONS

INTERNAL:-

3.1 Highway Network Management raise no objection to the proposal;
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3.2 Design, Conservation and Sustainable Development raise no objection to the proposal, highlighting the fact that it would result in the loss of a number of prefabricated buildings in the area which are damaging the adjacent mature landscaping.

EXTERNAL:-

3.3 The Ouse and Derwent Internal Drainage Board raise no objection to the proposal subject to the imposition on any approval of a condition covering surface water drainage works.

3.4 Heslington Parish Council were consulted with regard to the proposal on 15th July 2011. No response has been forthcoming.

3.5 Heslington Village Trust object to the proposal on the grounds that the proposed building would be located too close to Innovation Way and should be set further back to allow additional landscape planting in line with the practice at other site within the York Science Park.

3.6 One letter of objection to the proposal has been received on the grounds that the proposed building is located too close to Innovation Way and should be set back to allow additional space for landscape planting.

4.0 APPRAISAL

KEY CONSIDERATIONS:-

4.1 KEY CONSIDERATIONS INCLUDE:-

- * Impact upon the visual amenity of the wider street scene;
- * Impact upon the landscape setting of the University.

IMPACT UPON THE VISUAL AMENITY OF THE WIDER STREET SCENE:-

4.2 Policy ED6 of the York Development Control Local Plan sets a firm policy presumption in favour of new development within the principal Heslington West Campus of the University providing it comprises small scale extensions to existing buildings or redevelopment of existing buildings, it is of a high design standard appropriate to the University and it would not adversely affect the landscape setting of the campus. The current proposal envisages the erection of a single storey pitch roofed, curtain wall clad block of research laboratories, some 5.8 metres to the ridge. It would be located gable on to the frontage of Innovation Way and directly to the east of Harald Fairhair's building part of the Chemistry Department of the University. Whilst located alongside the principal approach into the Science Park the

proposal forms a clear part of the University Science teaching and research facilities centred around the Chemistry Department directly to the north. It would closely parallel the alignment of the adjacent Harald Fairhair building but would adopt a more traditional scale and massing. Additional landscape planting would be provided along the Innovation Way frontage of the site and whilst some car parking would be lost by the building's construction additional space would be made available by the removal of the double stacked Portakabin directly to the south and additional cycle parking spaces would also be made available directly to the east within the area of the existing car park. Overall the development would follow closely the existing scale, massing and palette of materials associated with other University related developments in the vicinity. Any impact arising from the proposal upon the visual amenity of the street scene would therefore be minimal and it is felt the terms of Policy ED6 would therefore be complied with.

IMPACT UPON THE LANDSCAPE SETTING OF THE UNIVERSITY:-

4.3 Policy NE1 of the York Development Control Local Plan sets a firm policy requirement for the protection of trees, woodland and hedgerow of landscape, amenity or historical value by refusing permission for development which would result in their loss or damage and requiring that trees and hedgerows to be retained on development sites be adequately protected during any site works. The application site lies directly to the north of a narrow band of mature trees and landscape planting that provide the setting for the Grade II Listed Heslington Church. The proposed location for the building would minimise any impact upon the mature landscaping and the existing two storey prefabricated building to the south would be removed giving further protection to the crown spread of the adjacent mature trees. To relocate the proposed building further south would impact upon the mature landscaping and whilst a certain amount of space would be created at the street elevation the result would sit uneasily with the surrounding buildings whilst at the same time damaging the wider landscape setting of the site. The terms of Policy NE1 of the Draft Local Plan would therefore be complied with in respect of the proposed development.

5.0 CONCLUSION

5.1 Innovation Way comprises the principal thoroughfare linking the Heslington West Campus of York University with the University Science Park. At its western end the street is characterised by a number of teaching and research uses associated directly with the University whilst the eastern end gives access to the lower density development associated with the Science Park. The current proposal seeks the erection of a single storey building to provide laboratories for research into Plasma technology. It is intended to locate the building on a section of the Chemistry Department car park whilst removing a two storey prefabricated building directly to the south. The area is surrounded on two sides by a belt of dense mature

landscaping which forms part of the wider setting of Heslington Church. The location of the proposed building would not interfere with the landscaping and the removal of the prefabricated structure to the rear would at the same time lessen any impact. The building would be low rise with a pitched roof and constructed in curtain wall cladding to match nearby University related developments. Any impact upon the visual amenity of the wider street scene would be minimal and the terms of Policies ED6 and NE1 would be complied with and approval is therefore recommended.

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:-

Drawing Refs:- 259-026-300 Rev C; 259-026-301 Rev A; 259-026-302 Rev A. Date Stamped 11th July 2011.

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, including cladding colour, 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 The building shall not be occupied until the areas shown on the approved plans for parking and manoeuvring of cycles, 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.

5 DRAIN1 Drainage details to be agreed -

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 upon the visual amenity of the wider street scene and impact upon neighbouring mature landscaping. As such the proposal complies with Policies ED6 and NE1 of the City of York Development Control Local Plan.

2. Control of Pollution Act 1974:

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

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

Monday to Friday 08.00 to 18.00

Saturday 09.00 to 13.00

Not at all on Sundays and Bank Holidays.

(b) The work shall be carried out in such a manner so as to comply with the general recommendations of British Standards BS 5228: Part 1: 1997, a code of practice for

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"Noise and Vibration Control on Construction and Open Sites" and in particular Section 10 of Part 1 of the code entitled "Control of noise and vibration".

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

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

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

(f) There shall be no bonfires on the site

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