[redacted]

From: [redacted]
Subject: FW: 16/02193/FUL Proposed car park Connaught Court Fulford York

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From: [redacted]
Sent: 20 October 2016 12:54
To: [redacted]
Subject: RE: 16/02193/FUL Proposed car park Connaught Court Fulford York

[redacted]

The press notice was published on 12 October. I will place (two) notices on the site today or tomorrow, depending on my workload. The notices will have the date that they are placed on the site. As is usual practice, the notices will say that representations must be received within 21 days of the date of the notice.

[redacted]

[redacted]

City of York Council | Development Management
City and Environmental Services | West Offices, Station Rise | York YO1 6GA
www.york.gov.uk | facebook.com/cityofyork |@CityofYork

From: [redacted]
Sent: 20 October 2016 11:07
To: [redacted]
Subject: 16/02193/FUL Proposed car park Connaught Court Fulford York

Dear [redacted]

Re: 16/02193/FUL Proposed car park Connaught Court Fulford York

It has been brought to the attention of Fulford Parish Council that no site notices have been displayed for the above application and that they are required to be displayed beside the Main Street and Fulford Park entrances.

Please could you confirm when these notices will be displayed and let us know whether the application has been advertised in The Press? Please can you also confirm that the public will have a further 21 days to make comments from the date that the notices are displayed?

Kind regards

[redacted]
[redacted]
[redacted]QG
[redacted]
[redacted]

The regular working hours for the Clerk to Fulford Parish Council are:-

Tuesdays 10 am - 12 pm;
Wednesdays 10 am - 2 pm;
Thursdays 10 am - 2 pm.

Outside of these hours this email account will be checked periodically but replies may not be immediate.

[redacted]

From: [redacted]
Subject: [redacted] FW: 16/02193/FUL - Connaught Court Car Park, Fulford Park

From: [redacted]
Sent: 23 December 2016 15:47
To: [redacted]'
Subject: 16/02193/FUL - Connaught Court Car Park, Fulford Park

Hi [redacted]

The council supports the re-use of vacant buildings and the provision of housing. However, your proposals would have a significant impact on Fulford Village Conservation Area. Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 imposes a general duty on local planning authorities to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas.

Whilst paragraph 14 of the NPPF sets out the presumption in favour of sustainable development this presumption does not apply to [among other things] conservation areas if, as in York, the development plan is absent or out-of-date.

Paragraph 134 of the NPPF states that where a development proposal would lead to less than substantial harm to the significance of a designated heritage asset [in this case the conservation area] this harm should be weighed against the public benefits of the proposal, including securing it optimum viable use.

The buildings appear to be in reasonable structural condition. The works that you are proposing do not appear to be so costly that viability would be a show stopper. You have not shown why 'Due to the nature of the accommodation, it must be assumed that all bungalow residents will have impaired mobility' (Peter Elder, 18 November).

If the proposed occupiers are all likely to have impaired mobility you have not explained why they are all likely to have a car and all need access to their own parking space.

You have not demonstrated that the bungalows could not serve a useful purpose as accommodation for one of the RMBI's other client groups.

You have not explained why it is the proposed car park close to the bungalows that 'will allow the bungalows to be brought back into use' ([redacted], 18 November).

You have not explained why you did not include car parking in the recent refurbishment planning application, bearing in mind the your argument that the car parking is essential to the bungalows' operation.

Please can I have your response to these matters. In the meantime I suggest you withdraw the application.

Best wishes

[redacted]

[redacted]

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From: [redacted]
Sent: 23 December 2016 14:49
To: [redacted]
Cc: [redacted]
Subject: Connaught Court

[redacted]

I have been trying to make contact over the last few days, but unfortunately not managed to do so.

I have spoken the RMBI about the car parking and they are of the opinion that car parking
In association with the refurbishment of the bungalows is essential if they are going to be able
To rent them out. They are gathering information at the moment to substantiate their position on this but it is taking some time.
If we can provide the information in reasonable time, then we will provide this early in the new year. If we find this is going to drag on a little then we will withdraw the application and then resubmit it. We would prefer not to go down the withdrawn route as we have tenders in and builders ready to start the refurbishment of the bungalows.

I will be in touch as soon as we get back in the new year.

[redacted]

[redacted]

[redacted]

From: [redacted]
Sent: 18 November 2016 13:07
To: [redacted]
Subject: [redacted] FW: 16/02193/FUL Fulford Park - Further Information from the Applicant
Attachments: Lighting - Italo 1.pdf

From: [redacted]
Sent: 18 November 2016 10:57
To: [redacted]
Cc: [redacted]
Subject: 16/02193/FUL Fulford Park - Further Information from the Applicant

[redacted]

Further to our e-mail below, please find attached the attachments for the previous e-mail.

Regards

[redacted]

From: [redacted]
Sent: Friday, November 18, 2016 10:55 AM
To: [redacted]
Cc: [redacted]
Subject: RE: 16/02193/FUL Fulford Park – Car Park

[redacted]

Thank you for your e-mail.

We would respond as follows to the queries from the Highways officer:

Has anything changed at Connaught Court that it now requires more car parking spaces?
The existing bungalows have been vacant for a number of years due to poor facilities and access arrangement. The existing facilities are not suitable for wheelchair users or those with impaired mobility. Also, it is not possible to access the existing bungalows from the existing car parking areas. The proposed car park will provide parking close the bungalows to allow the bungalows to be brought back into use. A separate planning application has recently been approved for works to bring the bungalows up to a suitable standard of accommodation.

Could the applicant divulge the number of beds, maximum number of staff at any one time for the care home; so we can compare the number of parking spaces to that allowed in our maximum parking standards?
The existing care home has a total of 90 bedrooms. The number of staff at any given time is 35-40, with an average of 7 no. visitors at any given time. An additional 3 no. contractors/ specialists may also be on site at any given time. The existing building is considered Planning Use Class C2 (Residential Institution) – based on the York City Council Parking Standards, this would require 1 per 4 units + 1 space per 2 non-residential staff. This would therefore require 23 no. spaces for residents + 20 no. staff parking spaces = 43 no. spaces. At present, the site provides 25 no. spaces (not including the temporary car park)

Where do the occupiers of the existing bungalows currently park?
The existing bungalows have been vacant for a number of years and therefore no parking has been historically provided.

How many spaces are currently provided for (a) staff (b) residents including the occupiers of the bungalows (c) visitors?
At present, the site provides 25 no. spaces (not including the temporary car park) with no specific parking for the bungalows. No specific visitor parking is provided.

Are the bungalows self contained?
The bungalows will be self-contained dwellings, operated by the client.

How many bedrooms does each one have?
A total of 10 no. existing bungalows are on the site. On completion of the works, there will be 8 no. 1 bed bungalows, and 2 no. 2 bed bungalows.

How many of these bungalows are there on site?
A total of 10 no. existing bungalows are on the site

How many of the bungalow occupiers are disabled or with reduced mobility – and therefore require a parking space close to their home?
Due to the nature of the accommodation, it must be assumed that all bungalow residents will have impaired mobility.

Who the temporary car park was initially provided for;
As you will be aware, this site has a rather complex planning history. The temporary car park was provided for care home staff pending the approval of the residential development on this site. As part of this development an additional 10 no. spaces were provided for the care home. However, this development is now on hold due to planning issues and it is unclear if these will be resolved in the near future.

Who uses the temporary car park at the moment;
The temporary car park was provided for care home staff pending the approval of the residential development on this site.

What is to happen to the existing temporary car park
The existing temporary car park will remain in place pending the approval of the residential development on this site.

We would respond as follows to the queries from the Ecology Officer:

Please could you request more information on the specification of this, including a plan showing the light spill and details of measures taken to reduce light spill?
The lighting standards will be designed to minimise light 'spill'. We attach a copy of the data sheet for the Kingfisher Italo 1 street light unit which would meet these requirements.

We trust that this answers all queries, and we look forward to a swift determination of this application.

Regards

[redacted]

From: [redacted]
Sent: Thursday, November 17, 2016 12:28 PM
To: [redacted]
Subject: 16/02193/FUL Fulford Park – Car Park

Hello [redacted]

Attached are requests for information from the council's Highways and Ecology officers. In order for me to properly consider your application please can I have your response.

I see that the target date for determining the application is today. I do not want to determine it until I have received and considered your response. When would you expect to be able to send it to me?

Thank you.

Best wishes

[redacted]

[redacted]

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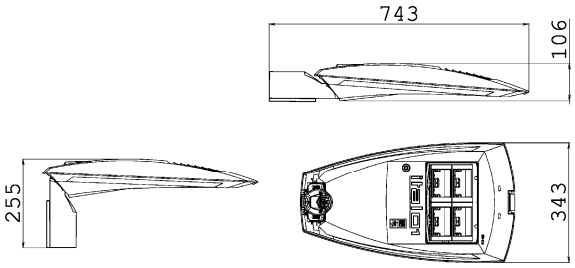
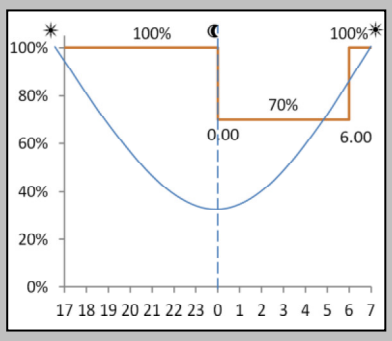
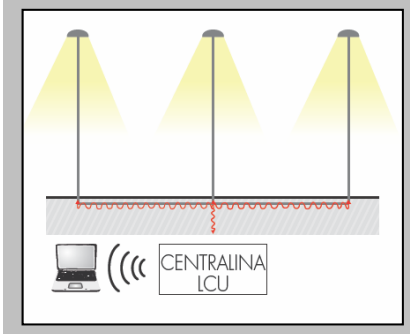
Product Sheet



DA Profile



PLM



ITALO 1

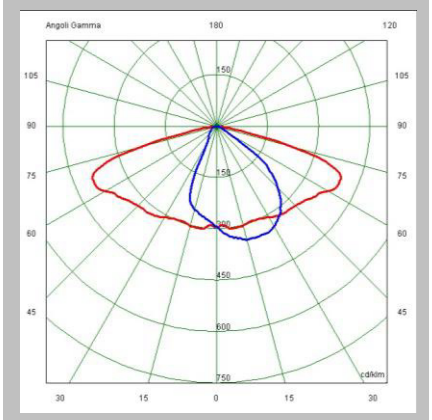
MAIN CHARACTERISTICS	
Applications	Street lighting
Optic	STE-M/S: Asymmetrical optic for street lighting (suburban). (0F3) STU-M/S: Asymmetrical optic for street lighting (urban). (0F2H1) STW: Asymmetrical optic for wide roads and wet asphalts lighting. (0F3) SV: Asymmetrical optic for narrow urban streets or highway entrance/exit turns. (0F2H1) Colour temperature: 4000K , (optional 3000K, 5700K) CRI ≥ 70 Photobiological safety class: EXEMPT GROUP CIE Photometrical classification: Semi cut-off IES Photometrical classification: Full cut-off LED source efficiency: 138 lm/W @ 700mA, Tj=85°C – 4000K
Insulation class	EU: II, I - US: 1
Protection degree	IP66 with membrane exchange pressure valve
Impact protection	IK09
LED Modules	Removable / Replaceable
Tilt Angle	Post-top: 0°, +5°, +10°, +15°, +20° | Bracket: 0°, -5°, -10°, -15°, -20°
Dimensions	See the drawing
Weight	6.8 kg max
Exposed surface	Side: 0.05m^2 – Top: 0.18m^2 | SCx:0.04m^2
Mounting	Bracket or Post-top Ø60mm Ø33mm ÷ Ø60mm (optional) | Ø60mm ÷ Ø76mm (optional)
Gear tray	Removable plate.
Operating temp.	-40°C / +50°C (525mA, 700mA)
Storage temperature	-40°C / +80°C
Main reference standards	EN 60598-1, EN 60598-2-3, EN 62471, EN 55015, EN 61547, EN 61000-3-2, EN 61000-3-3

IK09 IP66 EXEMPT GROUP c UL us LISTED

ELECTRICAL CHARACTERISTICS		
Rated voltage	220÷240V 50/60Hz (Standard tolerance +/-10%, other voltages and tolerances upon request)	
LED current	525mA | 700mA	
Power factor	>0,9 (at full load - PLM) >0,95 (at full load - F, DA, DAC)	
On-load switch	Included, with integrated cable clamp	
Mains connection	For cables max section 4mm^2	
Control system	F: Fixed output (Base version) DA: Automatic dimming with default profile. DAC Custom DA profile. PLM: Single point communication module.	
Optical unit lifetime	**525mA (Ta=25°C)**	**700mA (Ta=25°C)**
	>70.000hr B20L80 (including critical fail) >100.000hr L80, TM-21	>60.000hr B20L80 (including critical fail) >100.000hr L80, TM-21
	525mA (Ta=50°C)	**700mA (Ta=50°C)**
	>60.000hr B20L80 (including critical fail) >100.000hr L80, TM-21	>50.000hr B20L80 (including critical fail) >100.000hr L80, TM-21

MATERIALS	
Fixing	Die-cast aluminium UNI EN1706 powder painted.
Heat-sink	Die-cast aluminium UNI EN1706 powder painted.
Lower frame	Die-cast aluminium UNI EN1706 powder painted.
Upper canopy	Die-cast aluminium UNI EN1706 powder painted.
Closure hook	Extruded aluminium with stainless steel spring.
Optic	Aluminium 99.85% with special finish made by vacuum sealed deposition 99.95%. Aluminium class A+ (DIN EN 16268).
Screen	Flat tempered glass, 4mm thickness.
Cable gland	Plastic M20x1.5 - IP68
Gasket	Polyurethane
Colour	Semi-gloss satiny grey. Code 2B.

Optical unit lifetime could be different fot each size of the luminaireData listed above are subject to change without notice.



STU-M Optic

All the published photometrical data has been obtained according to EN 13032-1

Product Sheet

The tables below describe the flux and output power of the available versions. These parameters are necessary in order to guarantee a correct comparison of the luminaire performance.
In particular, the luminaire efficiency (expressed in lm/W) must be calculated as the ratio between the output luminous flux of the luminaire and the power absorbed by the input power supply unit.
For the sake of completeness the tables also show the data of the nominal flux and power of the used LED.

LUMINAIRE FLUX[1] (Ta=25°C, 4000K, lm)		
MODULES	525mA	700mA
	STE-M / STE-S / STW Optic	
1	2040	2720
2	4440	5570
3	6590	8240
4	8770	10940
MODULES	STU-M / STU-S / SV Optic	
1	1540	2030
2	3210	4060
3	4870	6130
4	6450	8140

RATED LED FLUX[2] (Tj=85°C, 4000K, lm)	
525mA	700mA
STE-M / STE-S / STW Optic	
2556	3234
5112	6468
7668	9702
10224	12936
STU-M / STU-S / SV Optic	
1905	2411
3810	4822
5715	7233
7620	9644

RATED LUMINAIRE POWER[1] (Ta=25°C, Vin=230Vac, W) F and DA version at full load		
MODULES	525mA	700mA
	STE-M / STE-S / STW Optic	
1	20	27,5
2	41,5	54,5
3	61	80
4	78	103
MODULES	STU-M / STU-S / SV Optic	
1	15,5	21
2	32,5	42,5
3	47	61
4	60	80

RATED LED POWER[2] (Tj=85°C, W)	
525mA	700mA
STE-M / STE-S / STW Optic	
17	24
35	47
52	71
70	94
STU-M / STU-S / SV Optic	
13	18
26	35
39	53
52	71

LUMINAIRE EFFICIENCY (Ta=25°C, lm/W)		
MODULES	525mA	700mA
	STE-M / STE-S / STW Optic	
1	102	99
2	107	102
3	108	103
4	112	106
MODULES	STU-M / STU-S / SV Optic	
1	99	97
2	99	96
3	104	100
4	108	102

SURGE PROTECTION Diff. mode / Common Mode	
Class II	Class I / 1
10/7 kV	10/10 kV
10/10 kV	10/10 kV
10/10 kV	10/10 kV
10/6 kV	10/10 kV

Note: The characteristics of the product listed above are subjected to change.
They will have to be confirmed in case of order.
Values indicated in this technical sheet are to be considered rated values subject to a tolerance of +/-5%.
Data listed above are subject to change without notice.

1:Rated data obtained in laboratory
2:Rated data extrapolated from LED manufacturer datasheet.

*Multiplier to obtain the **flux** as a function of Ta and Tk.*

Ta(°C)	Multiplier
50	0,94
40	0,96
25	1,00
15	1,02
5	1,04
0	1,05
Tk(K)	Multiplier
3000	0.90
4000	1.00
5700	1.02

*Multiplier to obtain the **power** as a function of Ta.*

*Ta (°C)	Multiplier
50	0,99
25	1.00
0	1,01

**Note : Valid only for allowed versions (see limits under Operating Temperatures)*

Legend:

Ta =Ambient temperature.

Tk = Colour temperature.

Example of luminaire data calculation

Ta=40°C

Tk=4000K

4 MODULI LED, 525mA STE-M Optic

Flux: 8770 x 0,96 = 8419,2

Power: 78 x 0,99 = 77,2

Efficiency: 8419,2 / 77,2 = 109 lm/W

[redacted]

From: [redacted]
Subject: [redacted]FW: 16/02193/FUL Fulford Park - Further Information from the Applicant

From: [redacted]
Sent: 28 November 2016 14:00
To: [redacted]
Cc: [redacted]
Subject: Connaught Court Car Park - Planning History

[redacted]

Further to our discussion last week regarding the proposed Car Park development at Connaught Court, York (ref: 16/02193/FUL).

We have been digging further in to the rather complex planning history for this site. We would refer to a Planning Appeal for this site (ref: APP/C2741/A/08/2063290) dated June 2008 (planning ref: 05/00022/OUTM). Although this application was dismissed at the time, some of the comments raised by the Planning Officer are still relevant to the proposed car park development.

This previous planning application covered a number of elements, namely:

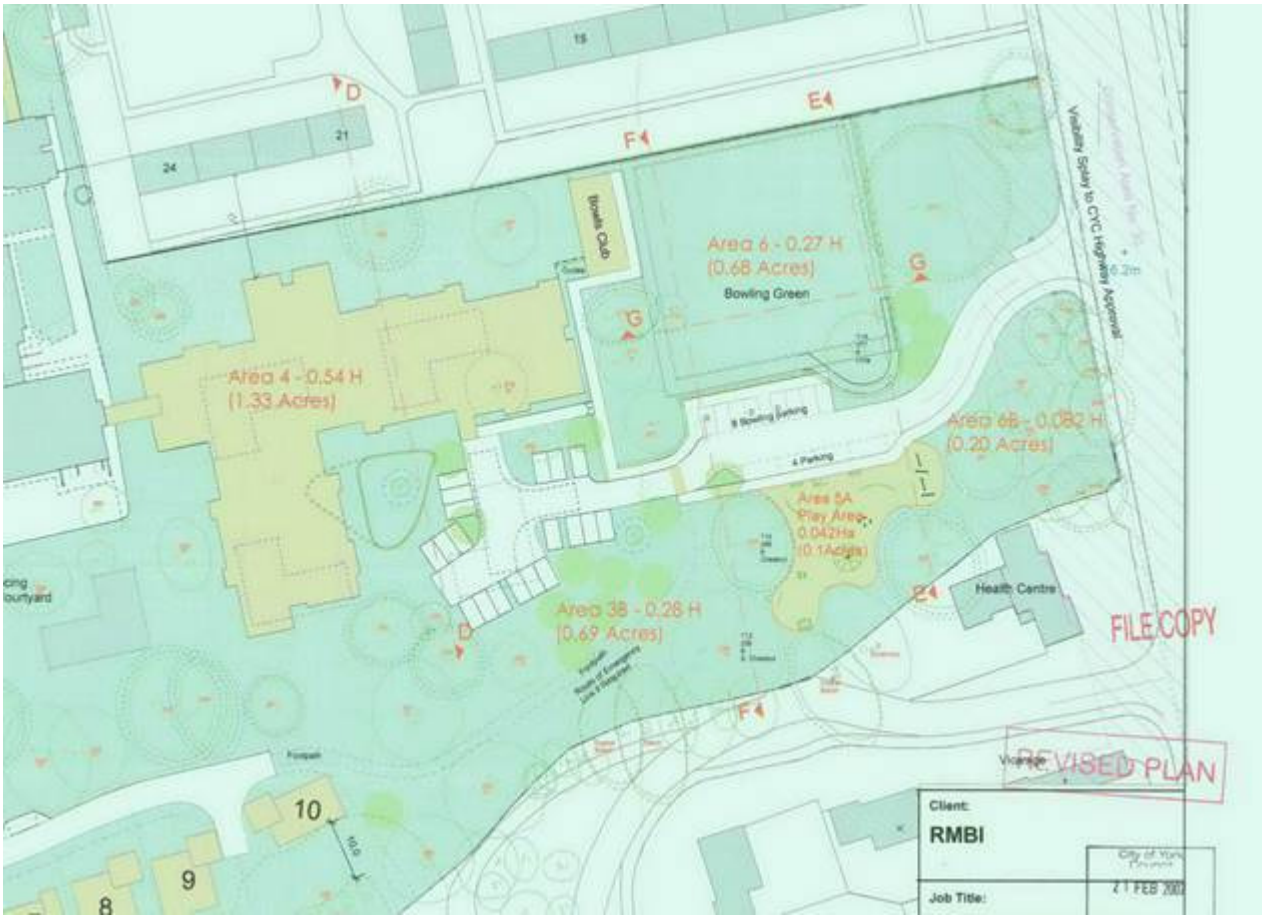
- two storey block of extra care sheltered accommodation with 19 parking spaces. The block would be located to the east of the existing care home and would replace a courtyard of bungalows;
- A single storey extension to Fred Crosland House (EMF unit);
- Residential development of eight private market houses facing St Oswald's Road (six detached and two semi-detached);
- Two new areas of market housing, one to the south of Atcherley Close, the other to the north of Fulford Park;
- Relocation of existing bowling green and provision of a new club house, together cycle parking and 2 car parking spaces;
- Provision of a new access road from Main Street, extension of existing access road from St Oswald's Road, and further car parking provision; and,
- Provision of on-site open space, including two children's play areas.

For the current car park application, we are primarily interested in the comments made relating to the proposed relocation of existing bowling green and provision of a new club house, together with cycle parking and 12 car parking spaces.

The conclusion of this document states:

> The appeal site occupies a sustainable location and utilises previously-developed land. I recognise also that it would provide EMF and extra care sheltered accommodation for which there is an undisputed and increasing demand. I have also found that the bowling green proposed would provide an appropriate replacement for that which would be lost, and that there would be no impact on the setting of nearby listed buildings.

The Planning Officer found that a replacement bowling green along with car parking would be an acceptable development. As you will note with the proposed site layout extract below, the proposed car parking and bowling green was far closer to Main Street as compared to the currently car park proposals.



In short, we feel that the principle of additional car parking on the eastern side of the Connaught Court site has been previously accepted in principle. The currently proposed car parking arrangement would have considerably less visual impact as compared to the previous planning appeal, being close to the existing bungalows and significantly further from Main Street as compared to the previous scheme.

As discussed, the proposed car parking is vital to ensure the viability of the existing bungalows on the site. At present, residents would have to walk around 250m from the existing car parking spaces on the western side of the main building to the existing bungalows (a route which goes through the existing care home).

The bungalows are designed as dwellings for older residents who are down-sizing from larger properties. Many of these residents will have mobility issues or other disabilities which mean that car parking facilities will need to be close to the bungalows. This lack of car parking and poor access are the main reasons that the bungalows have been vacant for a number of years, with the condition of the buildings continuing to deteriorate.

We understand that you are planning to carry out a site visit in the near future. We would appreciate your feedback before any decision is made on this application.

Regards,

[redacted]
[redacted]

[redacted]
[redacted]
[redacted]

From: [redacted]
Sent: 06 January 2017 09:58
To: [redacted]
Subject: RE: 16/02193/FUL - Connaught Court Car Park, Fulford Park

[redacted]

I have spoken with the [redacted] at the RMBI and they have asked
Us to withdraw the application. Could you please confirm to us that this has been done.

The RMBI are to take further advice from planning consultants and local estate agents
And will then re-apply. They have put the Bungalow refurbishment on hold until this is resolved.

Many thanks for your help and we will be back in touch as soon as possible.

[redacted]

[redacted]

From: [redacted]
Sent: 23 December 2016 15:47
To: [redacted]
Subject: 16/02193/FUL - Connaught Court Car Park, Fulford Park

Hi [redacted]

The council supports the re-use of vacant buildings and the provision of housing. However, your proposals would have a significant impact on Fulford Village Conservation Area. Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 imposes a general duty on local planning authorities to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas.

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The buildings appear to be in reasonable structural condition. The works that you are proposing do not appear to be so costly that viability would be a show stopper.

You have not shown why 'Due to the nature of the accommodation, it must be assumed that all bungalow residents will have impaired mobility' ([redacted], [redacted]).

If the proposed occupiers are all likely to have impaired mobility you have not explained why they are all likely to have a car and all need access to their own parking space.

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You have not explained why it is the proposed car park close to the bungalows that 'will allow the bungalows to be brought back into use' ([redacted]).

You have not explained why you did not include car parking in the recent refurbishment planning application, bearing in mind your argument that the car parking is essential to the bungalows' operation.

Please can I have your response to these matters. In the meantime I suggest you withdraw the application.

Best wishes

[redacted]

[redacted]

[redacted]

[redacted]

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From: [redacted]
Sent: 23 December 2016 14:49
To: [redacted]
Cc: [redacted]
Subject: Connaught Court

[redacted]

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In association with the refurbishment of the bungalows is essential if they are going to be able
To rent them out. They are gathering information at the moment to substantiate their position on this but it is taking some time.
If we can provide the information in reasonable time, then we will provide this early in the new year.
If we find this is going to drag on a little then we will withdraw the application and then resubmit it.
We would prefer not to go down the withdrawn route as we have tenders in and builders ready to start the refurbishment of the bungalows.

I will be in touch as soon as we get back in the new year.

[redacted]

[redacted]

[redacted]
[redacted]
[redacted]
[redacted]
[redacted]
[redacted]
[redacted]
[redacted]

[redacted]
[redacted]
[redacted]

CITY OF YORK COUNCIL

Memo

Design Conservation and Sustainable Development

Re: Street record Fulford Park York: construction of car park
Ref: 16/02193/FUL

Date: 15th November 2016

To:
From:
Cc:

The site is within the Fulford Village conservation area where it forms part of grounds formerly associated with Fulford Park House, a large C19th villa marking the start of the built up area of the historic village centre, located to the south east corner of the historic site. The parkland area includes mid-late C20th development for Connaught Court residential home and bungalows, mid C20th single storey almshouses to the northeast and a generously spaced housing development close to Fulford Park House.

Proposals
It is proposed to create a car park for 14no car spaces within the grounds of Connaught Court, immediately to the east of the bungalows. The Design and Access Statement says that the car park would be for the use of staff and residents and it would also include additional visitor parking. It would be accessed through an existing gateway into the parkland located off Fulford Park Road and it would be connected via a short length of path to the central pedestrian route running through the site.

Assessment
This area was included in the village conservation area as a result of the boundary review carried out in 2008. It can be identified on the mid C18th enclosure map and it later formed the grounds of Fulford Park House. Whilst the house and the parkland have subsequently been separated from each other, the spacious quality of the mature landscape still enables the historic connection to be made. The presence of the parkland also maintains an effective break in the urban landscape between the sub-urban edge of the city and Fulford Village. This green landscape swathe runs from the busy arterial road as far as the Ouse river corridor. It can be seen from the main road. Together with the mature parkland trees, the area provides an environment of great amenity value which also imparts a special rural character to the setting of developments within it and next to it.

The proposed hard-standing, vehicular access lane and path of concrete setts would introduce a significant area of hard landscape between the bungalows and the main road; and additional lighting would be required. The existing buildings are low scaled, subtly toned and mainly of brick; and in the appraisal they are regarded as having a neutral impact on the character and appearance of the conservation area, having partly blended into the landscape a distance away from the main road. The car park would be closer to the road and cars would appear as an incongruous intrusion into the landscape. The car park would be located just off the main east-

west path running through the site and it would be highly visible from the pedestrian footpath, especially on entering the site. It would also be prominent in glimpsed views through the opening in the boundary wall adjacent to the main road. The car park would cause green landscape to be removed and be replaced by uncharacteristic hard-standing and car movements, together with car lights at night. It would interrupt the open swathe of landscape which currently provides a green and quiet oasis away from the busy arterial road. The proposal would be harmful to the character and appearance of the conservation area and to views within it.

St Oswald's Church, listed at grade 11, is close to the main road and opposite the site. Some of the best views of its late C19th church tower are from within the site where the parkland landscape and mature trees provide an idyllic foreground setting to the church. The introduction of a car park would harm enjoyment of these views by eroding the landscape character of the wider setting of the church.

The car park also appears to be poorly positioned with respect to the main entrance of the home and other staff areas. At only 5m away from the groups of bungalows it would also represent a disturbance to the amenity of existing residents in what should be a more private area of the site.

Summary

The proposed car park is poorly sited being in a highly visible and central location of the parkland and remote from main public and staff entrances. It would interrupt the open swathe of mature parkland landscape which is intrinsic to the historic character of the area and which currently provides a green and quiet oasis away from the busy arterial road. It would adversely affect the wider setting of St Oswald's Church tower as seen from some views within the site. The proposal would be harmful to the character and appearance of the conservation area and to views within it.

[redacted]

From: [redacted]
Sent: 17 November 2016 12:07
To: [redacted]
Subject: [redacted] - FW: 16/02193/FUL - Fulford Park - Ecology Comments

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From: [redacted]
Sent: 15 November 2016 16:21
To: [redacted]
Subject: RE: 16/02193/FUL - Fulford Park - Including [redacted]

Hi [redacted]

On the proposed site plan there are two lighting columns at the new car park, labelled 'standard light to match existing'. Please could you request more information on the specification of this, including a plan showing the light spill and details of measures taken to reduce light spill?

Thanks,
[redacted]

[redacted]

[redacted]

From: [redacted]
Subject: FW: 16/02193/FUL Fulford Park – Car park - ARCY NOBJS CONDS

From: [redacted]
Sent: 13 October 2016 11:56
To: [redacted]
Subject: 16/02193/FUL Fulford Park – Car park - ARCY NOBJS CONDS

[redacted]

This application is situated within the former grounds of Fulford Park. It is located some c.150m to the north-west of the medieval village of Fulford and c. 350m to the south-east of St. Oswald's Church (11th century), within Fulford Village Conservation Area.

It appears that the land has never been built upon and was used for agricultural purposes during the medieval and post-medieval periods.

Fulford Road, running to the east of this site may have Roman origins and so the existence of Roman archaeological deposits is also a possibility on this site. An evaluation at Connaught Court in 2004 revealed Roman features to the north of this site on the south side of St Oswald's Road. Trenches to the west of the proposed car park revealed medieval ploughsoils and furrows but did contain some Roman pottery.

It is possible that any groundworks associated with the creation of the extension could reveal or disturb archaeological features particularly relating to the medieval or Roman periods. It will be necessary to record any revealed features and deposits through an archaeological watching brief during the stripping of the site in preparation for the creation of the car park.

Please place condition ARCH2 on any consent that is granted for this application.

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 Interest and the development may affect important archaeological deposits which must be recorded during the construction programme.

Regards,

[redacted]

(on behalf of [redacted])

[redacted]

Working days: Tuesday, Thursday and alternate Fridays

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[redacted]

From: [redacted]
Subject: [redacted] FW: Connaught Court: Proposed car park: 16/02193/FUL

From: [redacted]
Sent: 20 December 2016 17:15
To: [redacted]
Subject: Connaught Court: Proposed car park: 16/02193/TPO

[redacted]

The proposed car park would interrupt the swathe of greenery that is important to the setting of Connaught court and the conservation area as viewed from Fulford Main Street.
The proposed drive poses a significant risk of harm to the tree roots of the adjacent mature trees, and hence their health and longevity, especially the Sweet chestnut. Although there is a temporary drive and car park currently in place, a more permanent arrangement would inevitably result in further compaction.
The car park would be located in a location where a Hornbeam has planted in replacement for a large mature Beech that was felled several years ago. In order to perpetuate the attractive large-scale tree cover that is a key characteristic of the grounds of Connaught Court and many parts of the conservation area, the growth of the trees to full maturity should be accommodated.

[redacted]

[redacted]

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Economy & Place, West Offices, Station Rise, | York YO1 6GA
www.york.gov.uk

[redacted]

From: [redacted]
Subject: [redacted] - FW: 16/02193/FUL - Car Park, Connaught Court - PP NOBJS CONDS

From: [redacted]
Sent: 18 October 2016 13:02
To: [redacted]
Cc: [redacted]
Subject: 16/02193/FUL - Proposed Car Park, Connaught Court, Fulford Park, York

[redacted]

Comments on this application are as follows:

16/02193/FUL - Proposed Car Park, Connaught Court, Fulford Park, York

The proposed car parking facility would provide additional car parking for staff and residents and will provide 14 no. car parking spaces. In line with the Council's Low Emission Strategy, third Air Quality Action Plan and the NPPF, where parking is proposed, electric vehicle recharge points should be installed within the development site boundary. For developments that include less than 50 car parking spaces, it is recommended that at least one parking bay must be marked out for use by electric vehicles together with charging infrastructure and cabling. It is recommended that this forms the basis of a planning condition as follows:

- An Electric Vehicle Recharging Point shall be provided in a position and to a specification to be first agreed in writing by the Council. The charging point shall be operational at the point of first use of the car park. Within 3 months of the first use of the car park, the owner will submit to the Council for approval in writing (such approval not be unreasonably withheld or delayed) an Electric Vehicle Recharging Point Maintenance Plan that will detail the maintenance, servicing and networking arrangements for each Electric Vehicle Recharging Point for a period of 10 years

  Notes:

  - *Electric Vehicle Recharging Point means a weatherproof, outdoor recharging unit for electric vehicles with the capacity to charge at both 3kw (13A) and 7kw (32A) that has sufficient cabling/groundworks to upgrade that unit and to provide for an additional Electrical Vehicle Recharging Point should demand require it.*

  - *Charging points should be located in a prominent position on the site and should be for the exclusive use of zero emission vehicles. This ties in with a key theme of the NPPF, in that developments should enable future occupiers to make green vehicle choices and it explicitly states that 'developments should be located and designed where practical to incorporate facilities for charging plug in and other ultra low emission vehicles'*

  - *In some instances a wall mounted charging solution may be appropriate. At the simplest level this may take the form of a three pin 13amp electrical socket in a suitable location to enable the charging of an electric vehicle using a 3m length cable. Sockets must comply with BS1363 or an equivalent standard, Building Regulations and be suitable for charging electric vehicles. Sockets should also have a weatherproof lockable cover.*

REASON: To promote and facilitate the uptake of electric vehicles on the site in line with the Council's Low Emission Strategy (LES) and the National Planning Policy Framework (NPPF).

Regards,

[redacted]

[redacted]

City of York Council | Public Protection
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