



Minutes of the Planning Committee Meeting held on Wednesday 26th March 2025
commencing at 7:00pm in Huntington Community Centre

PRESENT:	Councillor D. Jobling (DJ) - Chair, Councillor S. Jobling (SJ), Councillor M. Duncanson (MD), Councillor D. Geogheghan-Breen (DB), Councillor M. Gowland (MG) and Lorraine Frankland (LF) – Parish Clerk/RFO – in attendance
ITEM 1 APOLOGIES:	Councillor A. Hawxby (AH)
CIRCULATION:	To all attendees, apologies, and all other members of the Parish Council.
MINUTES PREPARED BY:	Lorraine Frankland
DATE (Draft):	27/03/25
DATE TO BE APPROVED:	16/04/25

1. To Note Apologies for Absence

Councillor A. Hawxby (AH) offered their apologise

It was resolved to approve all apologies and reasons for absence.

2. To Receive Declarations of Personal, Prejudicial or Disclosable Pecuniary Interests (not previously declared) on any Items of Business

Non declared.

3. To Approve Minutes of Planning Committee meeting held on 05/03/25

Minutes of 05/03/25 were approved as a true and accurate record signed and dated by the Chair.

4. Planning Applications Considered on 26/03/25

The following applications received from City of York Council were considered and below are the comments of the Planning Committee which have been forwarded to the Planning Directorate.

CYC Reference	Address	Description
24/02085/FUL	The Wilberforce Trust Wilberforce House 49 North Moor Road Huntington York	Revised application - Erection of retail unit with associated parking after demolition of building.

Committee Comment: **D We object on the planning grounds set out.**

1. Climate Emergency and Environmental Impact

In light of City of York Council's declaration of a climate emergency, it is imperative that planning applications reflect the commitment to sustainability and environmental stewardship. The proposal to demolish an existing building and construct a new one, particularly when it is feasible to repurpose or adapt the current structure, raises serious concerns. According to Historic England's Annual Audit of England's Heritage, adapting existing buildings can reduce CO2 emissions by over 60%, in contrast to the environmental costs of demolition and rebuilding. The proposed development is in direct conflict with the Council's climate emergency objectives and the guidance set out in **National Planning Policy Framework (NPPF) Paragraph 150**, which encourages sustainable development that reduces carbon emissions. We urge the Council to reconsider granting approval for the demolition of the existing building in favour of reusing and adapting the structure.

2. Impact on Residential Amenity

The proposed development would likely have an adverse effect on the residential amenity of neighbouring properties, particularly in terms of noise, overlooking, and the potential loss of privacy. The location of the retail unit at the front of the site, coupled with the associated parking

at the rear, may lead to an increase in traffic, noise, and light pollution, which could significantly impact the quality of life for local residents. In line with **NPPF Paragraph 130**, which states that planning decisions should ensure developments create places with a high standard of amenity for existing and future users, we believe this proposal needs to be reconsidered to safeguard the amenity of the local community.

3. **Over-Development and Density of the Site**

The scale and density of the proposed development seem disproportionate to the site in question. The introduction of a large commercial structure at the front of the site, with parking at the rear, represents an over-development of this location, which would alter the character of the surrounding residential area. The proposed development is out of character with the existing two-storey homes in the vicinity. This concern is consistent with the **City of York Local Plan (2018), Policy D1**, which emphasizes that development must be compatible with the scale, mass, and character of the area. The massing and positioning of the building may result in a development that feels cramped and incongruous with the surrounding environment.

4. **Visual Impact and Compatibility with the Local Area**

The visual impact of the proposed building, especially its position at the front of the site, would significantly alter the appearance of the streetscape, particularly along North Moor Road, where existing housing is predominantly two-storey. The 'blocky' commercial structure is incompatible with the local architectural character and would diminish the visual amenity of the area. As per **NPPF Paragraph 130**, developments should be sympathetic to local character and create attractive places. We strongly recommend that the design be reconsidered to ensure it is more in keeping with the surrounding built environment.

5. **Pedestrian Access and Safety**

The proposed parking at the rear of the site, with no separate pedestrian access, raises serious concerns regarding pedestrian safety. Pedestrians would be required to walk through the vehicle access area, creating potential conflicts between pedestrians and vehicles. This presents a risk to public safety, especially for vulnerable groups such as children and the elderly. **NPPF Paragraph 110** stresses the need for safe and suitable access for all users, including pedestrians.

Furthermore, **Policy T1 of the City of York Local Plan (2018)** highlights the importance of creating developments that give priority to pedestrians and cyclists and provide safe routes for all users. We strongly recommend that a separate, safe pedestrian access be incorporated into the design to mitigate the risks to public safety.

6. **Delivery and Servicing Access**

The proposed development lacks a dedicated access point for delivery vehicles, meaning that deliveries would conflict with general public access and pedestrian movement. This lack of separation could lead to dangerous situations, particularly during peak shopping times when customers are present. **NPPF Paragraph 110** advises that developments should minimize the scope for conflicts between pedestrians, cyclists, and vehicles, and the current design fails to meet this requirement. We suggest that the proposal be amended to include a dedicated service and delivery access point that is segregated from pedestrian and customer areas.

7. **Refuse Collection and Servicing Issues**

The proposed refuse bin store at the rear of the site also raises concerns. The refuse vehicle would need to reverse the full length of the site, which may present operational and safety difficulties, especially given the size of the refuse vehicles involved. The turning area for such vehicles does not appear to be sufficient, which could lead to disruptions or hazards. **NPPF Paragraph 130** emphasizes that developments must ensure they function well and provide high standards of amenity for all users, which includes efficient and safe servicing arrangements. We request that this issue be addressed to ensure that the refuse collection process does not hinder the functioning of the site or pose a safety risk.

8. **Local Employment and Business Impact**

The introduction of a new retail unit in an area already served by similar businesses could put additional pressure on local enterprises. **Policy EC2 of the City of York Local Plan (2018)** advises that the loss of employment land or buildings should be resisted unless it can be demonstrated that the land is no longer viable for employment use. The proposed development fails to demonstrate that the existing building is unsuitable for continued employment use, nor does it provide evidence that the new development would result in a net increase in local employment. We encourage the Council to consider the impact of this development on existing local businesses and employment.

9. **Planning Policy and Local Plan Considerations**

The proposed development conflicts with several key policies outlined in the **NPPF** and the **City**

of York Local Plan (2018). In particular, the failure to demonstrate that the existing building is unviable for re-use, combined with inadequate provisions for safe pedestrian access and servicing, suggests that this proposal does not align with the objectives of sustainable development, community safety, and local character. **NPPF Paragraph 81** emphasizes the need to support economic growth and productivity, but this must be balanced with the preservation of local character and ensuring developments meet the needs of all users.

25/00484/FUL	Sunnymead Brecks Lane Huntington York YO32 9NP	Erection of 2no. dwellings (use class C3) with associated parking and landscaping following demolition of workshop.
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Committee Comment: **C We do not object but wish to make comments or seek safeguards.**

1. **Traffic and Access Impact:** The proposed development will introduce additional vehicular traffic to the site, and we request further detail on the **design and safety of the proposed access points**. In particular, we are concerned about:

- The potential **impact on pedestrian safety**, especially as the access road is supply's existing residences.

Planning Policy Reference:

The City of York Local Plan (2018) under policies **T1** (Sustainable Transport) and **T3** (Accessibility and Parking) highlights the importance of ensuring safe and adequate access to developments, as well as providing sufficient parking to prevent adverse impacts on the surrounding area. We would like to see evidence that these principles have been incorporated into the design and including in the **traffic impact assessment**.

2. **Sustainability and Environmental Considerations:** We encourage the council to consider integrating **sustainable transport solutions**, such as bicycle racks or electric vehicle charging points, into the development. This would align with the council's objectives under **Policy CC1** (Sustainable Development) of the Local Plan, which promotes energy-efficient, low-impact, and well-connected developments.

3. **Construction Traffic Management:** It is important that a **construction traffic management plan** is put in place to minimize disruption during the demolition of the workshop and construction of the new dwellings. The plan should address:

- The timing, routing of construction vehicles and cap on the size of delivery vehicle.
- Measures to protect pedestrian routes and maintain access to neighbouring properties.
- Provision of adequate signage and traffic control during construction phases.

Planning Policy Reference:

According to **Policy SS3** (Site Specifics), development should not result in adverse impacts on the environment or local amenities, including through the management of construction activities.

4. **Access for Emergency Vehicles:** We request that the council confirm that the proposed access arrangements are **sufficient for emergency vehicles**. Emergency service vehicles should be able to easily reach the residences which are situated beyond the site, especially if the development introduces new access constraints.

Planning Policy Reference:

Policy T2 (Strategic Transport Network) and **Policy D1** (Design Principles) advocate for designs that ensure public safety, including facilitating emergency access.

25/00352/FUL	28 Brockfield Park Drive Huntington York YO31 9EE	Single storey side and rear extension after removal of garage.
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Committee Comment: **B We have no objections.**

25/00388/FUL	8 Fern Close Huntington York YO32 9PA	Single storey front and rear extensions, dormers to front and rear roof slopes and alterations to fenestration.
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Committee Comment: **B We have no objections.**

CYC Reference	Address	Description
25/00465/FUL	20A Hopgrove Lane North York YO32 9TF	Single storey rear extension, first floor front extension and render to all elevations following removal of conservatory.
<p>Committee Comment: C We do not object but wish to make comments or seek safeguards.</p> <p>1. Design Considerations: We would like to emphasize the importance of ensuring that the proposed development complies with policies that protect the Green Belt and respects its openness and character. In this regard, we would refer to the following policies:</p> <ul style="list-style-type: none"> • National Planning Policy Framework (NPPF) - Green Belt Protection: The NPPF outlines that the Green Belt should be protected from inappropriate development, and any development must preserve the openness of the Green Belt and not conflict with the purposes of including land within it. We request that the application be assessed against these guidelines to ensure the development does not compromise the Green Belt's integrity. • Policy GB1 - Green Belt: This policy aims to maintain the openness and integrity of Green Belt land. Any extension or modification should not result in disproportionate enlargement or excessive encroachment into the Green Belt. • Policy D1 - Place-making and Design: The design should integrate sensitively with its surroundings, particularly considering the visual impact on the Green Belt. We recommend careful attention to scale, materials, and landscaping, to avoid adverse visual effects in style of surrounding buildings and does not result in overdevelopment. <p>2. Removal of Interior Walls: The removal of interior walls should be carefully considered in light of both structural integrity and the potential impact on the overall layout of the property. The following considerations should be addressed:</p> <ul style="list-style-type: none"> • Policy D4 - Layout and Space Standards: The layout should provide adequate space and should not adversely affect the functionality of the building or the well-being of its occupants. 		
25/00535/FUL	535 Huntington Road York YO32 9PY	Erection of 1no. dwelling to rear.
<p>Committee Comment: C We do not object but wish to make comments or seek safeguards.</p> <p>1. Traffic and Access Impact: The proposed development will introduce additional vehicular traffic to the site, and we request further detail on the design and safety of the proposed access points. In particular, we are concerned about:</p> <ul style="list-style-type: none"> • The potential impact on pedestrian safety, especially as the access road is supply's existing residences. <p>Planning Policy Reference: The City of York Local Plan (2018) under policies T1 (Sustainable Transport) and T3 (Accessibility and Parking) highlights the importance of ensuring safe and adequate access to developments, as well as providing sufficient parking to prevent adverse impacts on the surrounding area. We would like to see evidence that these principles have been incorporated into the design and including in the traffic impact assessment.</p> <p>2. Sustainability and Environmental Considerations: We encourage the council to consider integrating sustainable transport solutions, such as bicycle racks or electric vehicle charging points, into the development. This would align with the council's objectives under Policy CC1 (Sustainable Development) of the Local Plan, which promotes energy-efficient, low-impact, and well-connected developments.</p> <p>3. Construction Traffic Management: It is important that a construction traffic management plan is put in place to minimize disruption during the demolition of the workshop and construction of the new dwellings. The plan should address:</p> <ul style="list-style-type: none"> • The timing, routing of construction vehicles and cap on the size of delivery vehicle. • Measures to protect pedestrian routes and maintain access to neighbouring properties. • Provision of adequate signage and traffic control during construction phases. <p>Planning Policy Reference: According to Policy SS3 (Site Specifics), development should not result in adverse impacts on the environment or local amenities, including through the management of construction activities.</p> <p>4. Access for Emergency Vehicles: We request that the council confirm that the proposed access arrangements are sufficient for emergency vehicles. Emergency service vehicles</p>		

should be able to easily reach the residences which are situated beyond the site, especially if the development introduces new access constraints.

Planning Policy Reference:

Policy T2 (Strategic Transport Network) and **Policy D1** (Design Principles) advocate for designs that ensure public safety, including facilitating emergency access.

5. CYC Decisions re: Planning Applications

CYC Reference	Address	Description	Decision
24/01946/FUL	Better York Leisure Centre Kathryn Avenue Huntington York YO32 9AF	Display of 1no. freestanding sign. Construction of a datacentre facility and associated plant and enclosure.	Approved 18 Mar 2025
24/01580/FUL	219A Malton Road Huntington York YO32 9TD	Siting of skip and storage container - retrospective.	Refused 24 Mar 2025

6. Planning Enforcement Issues

Non raised.

7. To confirm date and time of next meeting.

To be held on Wednesday 26/03/25 in Huntington Community Centre, 26 Strensall Road, Huntington, York YO32 9RH after the Full Parish Meeting (pending the receipt of any planning applications).

Meeting closed 8:16pm