

## COMMITTEE REPORT

**Committee:** Main  
**Date:** 29 May 2008

**Ward:** Micklegate  
**Parish:** Micklegate Planning Panel

**Reference:** 08/00289/FULM  
**Application at:** Former NER Headquarters Station Rise York YO1 6HT  
**For:** Change of use of offices (Class B1) to hotel (Class C1) including erection of 6 storey and single storey rear extension, formation of decking over car park, placement of external ventilation equipment and internal and external alterations  
**By:** Acropolis Hotels Ltd  
**Application Type:** Major Full Application (13 weeks)  
**Target Date:** 30 May 2008

### 1.0 PROPOSAL

#### Application site

1.1 The application concerns the former North Eastern Railway headquarters, a purpose-built office building designed in 1904-6 for one of the most successful railway companies in Britain at the time. The building expresses the pride and confidence of the company at the height of the Edwardian period.

1.2 The building is of significant architectural stature with a high standard of materials, detailing and applied artwork both inside and outside. The building is listed at grade II\* and within the Central Historic Core Conservation Area, close to the city walls.

1.3 The main entrance/front elevation to the building is from Station Rise but this large dominant building also has gable ends, fronting onto Station Road and Tanner Row. There are neighbouring office buildings across Station Rise and also fronting Rougier Street to the northeast where the modern 7-storey Aviva/Norwich Union building stands.

#### The proposed development

1.4 Planning permission is sought to convert the building into a hotel, although an existing tenant would remain in part of the basement. The hotel would have 107 guest rooms and function as follows:

1.5 In the basement would be back of house facilities (staff and admin), plant rooms and a leisure/spa/treatment facility in the east wing (Tanner Row side).

1.6 At ground floor northwest from the entrance would be a lounge lobby area, leading through to the dining rooms, which would look out onto Station Road and the city walls. To the immediate southeast of the front entrance (toward Tanner Row) would be a front desk, otherwise guest rooms.

1.7 At 1st floor level conference rooms are proposed directly above the main entrance and in the meeting rooms (original boardroom) at the northwest end of the floor. Two partition walls would be taken away to create a pre-meeting room space before the function rooms. Otherwise the rooms would be guest rooms.

1.8 The 2nd to 5th floors are dedicated to providing guest rooms.

1.9 Due to the original layout few internal changes are required to convert the building into a hotel. For the guest rooms, partition walls need to be inserted into rooms to create bathrooms and on the 4th and 5th floors it is proposed to add a mezzanine floor in rooms, to allow better views of the city from high level roof windows.

1.10 There are external alterations, which affect the appearance of the building and its setting/grounds. These are as follows:

1.11 It is proposed a Yorkstone pavement is laid which leads along the footpath to the main entrance. There would be a slight ramp up to the main entrance door, to create a level access (a lift is proposed in the entrance lobby). The existing entrance steps would be relocated at the edge of the pavement. To each side of the main entrance the windows openings would be enlarged. A luggage entrance is proposed in the opening to the southeast side of the entrance (to front desk area), on the other side to retain the symmetry of the building the opening size/detailing would be changed to match.

1.12 Two extensions are proposed at the rear, a single storey flat roof extension to the spa/leisure area and an extension tucked between the western wing and the gable on the rear elevation to provide a lift up to the top floor.

1.13 Behind the building at basement level is currently a tarmac flat parking area, this would accommodate a service area, parking spaces and plant. It is proposed to cover this area and create a garden area at ground floor level above.

## **2.0 POLICY CONTEXT**

2.1 Development Plan Allocation:

Areas of Archaeological Interest City Centre Area  
Conservation Area Central Historic Core  
DC Area Teams Central Area  
Floodzone 2 Flood Zone 2  
Floodzone 3 Flood Zone 3  
Listed Buildings Grade 2\*; North Eastern Railway Co Offices Toft Green  
Listed Buildings Grade 2; Main Gates And Wicket Gates To North East Railway

2.2 Policies:

CYE3B Existing and Proposed Employment Sites

CYV3	Criteria for hotels and guest houses
CYHE4	Listed Buildings
CYHE3	Conservation Areas

### 3.0 CONSULTATIONS

Internal

#### City Development

3.1 Advise their primary concern is the loss of the existing employment site. As the building has not been marketed for 6 months, there is not clear evidence that the retention of the site in office use is unviable. It is accepted there is case for the proposed use as it would benefit the city's economy, through job creation, outsourcing of work to other businesses, higher visitor spending and raising the profile of the city (because it would have a 5\* hotel).

#### Design, Conservation and Sustainable Development

3.2 Advise that Planning Policy Guidance Note (PPG) 15 (Planning and the Historic Environment) acknowledges that a degree of adaption is usually required to keep a listed building in active use through its life and that the economic viability of possible uses must be judged against the effect of any changes on the special architectural and historic interest of the building. The current scheme has come forward after an extensive period of examining the building's scope for opening up to provide more flexible office use. The cellular plan form and wide central corridor would not adapt on the principal floors without considerable loss of the interior arrangement and detail. It would appear that limiting alterations to the upper floors alone (above 1st floor level as alterations to the ground and first floors would be resisted due to the harm caused to the special historic interest of the building) would have resulted in a non-viable scheme.

3.3 Surprisingly the brief for the high status hotel appears to fit the existing plan with very little permanent adaption. The quality of the splendid interiors would be maintained and the special areas would be accessible to the general public.

3.4 Officers consider the extensions at the rear would not be prominent. They are acceptable additions to the building. The proposed rear garden would enhance the site and the conservation area.

3.5 Other benefits of the scheme for the building would be the removal of inserted partition walls, suspended ceilings, wiring and the reinstatement of some fireplaces (almost all have been removed). Wood block floors would be repaired and terrazzo floors would remain exposed. The existing ventilation stacks are to be reused for their original purpose in connection with heating and cooling systems drawing energy from combined services through heat exchangers.

3.6 The scheme submission is the result of considerable thought and research in connection with the building and officers. It is essential that this degree of

consideration is given to the next stages of the project and we would urge the applicant to retain the architects should the scheme be successful in obtaining permission.

### Economic Development Unit

3.7 Support the proposal. Advise that such a development is an extremely attractive proposition for the city, which has strong aspirations for investment in a high quality visitor experience, with particular focus on the higher spend, longer stay visitor. It would also aid in supporting Yorkshire Forward's aspirations for the region of a 5% per annum growth in tourism earnings up to 2013.

3.8 The visitor economy is important to York. Some 4 million visitors spend £333mn a year in York, and nearly 10,000 jobs are created as a result (source: Economic Impact Model, University of York, 2007). Enhancing the quality of the city's product offer is important to York, in order to respond to increased competition both in the UK and overseas. A five star hotel proposition will be a unique addition to the city's product offer, raising the bar not just on the accommodation side, but also on terms of the overall image and perception of the city. The location of the site, close to the city centre and the station, also offers the opportunity to maximise the city's green credentials, minimising motor vehicle requirements.

3.9 The Economic Development Unit welcomes the proposal for other reasons:

- It will continue to make commercial use of a Grade 2\* listed building, which might otherwise become vacant as the current tenants move out.
- The hotel will in its own right create some 250-300 jobs – with a tourism multiplier of 17% (Source: Economic Impact Model 2007), this could make an overall impact on the city of 300 jobs.
- It provides a new and exciting focus in a most prominent location, close to the station and the city centre, showing that York is a “can-do” city that can accommodate new development in a sensitive location.

3.10 There are a number of concerns, however

- That the existing office tenants will continue to be housed in York, and will continue to be commercially successful in their new location and therefore maintain office employment in the city.
- The principle of the loss of employment land in the city, but acknowledges that in this instance, the alternative use of the property will generate significant numbers of jobs both directly and indirectly.
- That the applicant maintains its commitment to a five star-quality operation.

### Environmental Protection Unit

3.11 No objection. Ask for conditions to cover the following,

- An Environmental Management Scheme for minimising the creation of noise, vibration and dust during the demolition, site preparation and construction phases of the development.
- Details of all machinery, plant and equipment (including that for the kitchen) to be installed to be submitted to ensure they would not cause disturbance.
- Delivery vehicles using the joint service yard to the rear of the proposed development only permitted to do so between 07.00 to 23.00 and 9.00 to 18.00 on Sundays and Bank Holidays.
- That the garden terrace only be used until 24:00. This would be to protect the amenity of occupants of the hotel.

### Highway Network Management

3.12 Consider that due to the proximity of the building to the train station, guests would mainly use the railway and the amount of vehicle parking onsite (23 spaces) is reasonable.

3.13 40 cycle parking spaces are proposed, however if the number of staff increases to around 250-300, this may need to be increased. To monitor demand it is suggested that a condition be attached requiring a green travel plan to be established within 6 months of the opening of the hotel. This will set targets for achieving sustainable modes of travel.

3.14 Advise that maintenance of the pavement at the front of the premises would be the responsibility of the occupants of the building (it is in their ownership).

3.15 Overall no objections. The following conditions are recommended, cycle parking details and details of internal turning areas to be agreed, no gate to open into the highway, and requirement for a travel plan.  
External

### Planning Panel

3.16 No objection, are in support of the sensitive alteration of this 'impressive building'.

### Conservation Areas Advisory Panel (CAAP)

3.17 The panel would like to commend this proposal as it has very little effect on the building. The only objection the panel had is regarding the use of a glass balustrade and ask that alternatives to the treatment of the steps are considered. The panel would also like the architects to submit the scheme for any signage or adverts that will be required.

## English Heritage

3.18 English Heritage (EH) has had pre-application discussions about this proposal and support the principle, subject to details. In particular ask that the alterations proposed for the main entrance and the adjacent pavement areas (in conjunction with wheelchair access) to be re-thought.

### External entrance area

3.19 EH Regret the proposal to remove the curved steps at the main entrance, which are subtle but important features, the shape of which is very characteristic of their period. Also have concerns about the proposal to install glass balustrades at the outer edge of the pavement, which EH believe would look out of place in front of this fine late Victorian/Edwardian building. Ask whether it might be possible to move the curved steps outwards with the new ramp behind them and whether the road level might be slightly raised to avoid the need for a balustrade. If a balustrade remains necessary EH think a metal one might be more in keeping.

3.20 Suggest that the proposed basement swimming pool requires a structural report to confirm feasibility and establish what implications, if any, this has for the structure.

### Lift at the entrance

3.21 Ask for justification as to the reasons for the extension of the upper platform and also the associated railings, and whether these changes are really necessary, as these are substantial changes to one of the most important spaces in the building. EH would wish alterations to be kept to a practical minimum and all new surfaces should match the existing ones, which EH expect to be retained in situ.

### Proposed luggage entrance

3.22 EH note that the floor level inside is still higher than pavement level (presume a removable ramp would be needed for heavier luggage). A note on drawing 960/300 refers to the wall below the window being 'made good with concrete'. We would wish natural stone to be used for any surfaces that would be visible.

### Guest rooms

3.23 Wish the alterations to be reversible wherever possible. Expect any new partitions, new ceilings, pipework, etc. to avoid cutting into any cornices or other decorative features. This should be covered by condition. With regard to drawing 960/311, clarification is required whether the present glazing would be reinstated in front of the new fireproof opaque partition (desirable).

### Rear garden

3.24 There should be no exposed concrete walls in the rear garden.

### Roofscape

3.25 Disappointed that the ugly telecoms tower is to remain on the roof. EH hope that this can be reconsidered (or at least, plans made to remove it at some future date).

### Environment Agency

3.26 No objection, ask that if permission is granted it is subject to the condition that oils, fuels and chemicals are stored safely, and all surface water drainage from parking areas are passed through trapped gullies, so it does not pollute.

### Safer York Partnership

3.27 No objection.

### Victorian Society

3.28 Support the application, which would help deliver a viable long term future for the building. Many of the alterations are sympathetic although there are reservations over the following -

- It is inappropriate to alter the windows immediately to each side of the entrance, as these are an important external feature of the building. Suggest the cills on the adjacent windows (away from the main entrance) are instead altered.
- The entrance lobby should be retained as existing, without the disabled lift. Disabled access should be through the aforementioned new entrance (to the side of the main entrance).
- Service lift - the existing dormer should be re-used if possible. Existing windows would preferably be retained and covered in this area, so the work is reversible.
- Original internal features should be retained where possible - timber doors, room numbers and radiators.
- Works in association with new bathrooms should be reversible.
- It is suggested where glazed walls/doors are to be removed (internally) and replaced with timber panels and then put back, it is suggested the panel behind the glazing is made fireproof, so the glazing can be retained as existing.

### York Civic Trust

3.29 Support the proposed change of use to a high quality hotel. Raise the following points -

- If railings are to be used outside the building, they should be to match those existing on Station Rise, opposed to glass.
- Clarification is asked for of the following room 1 38 - no elevation drawing of conversion from window to door, the lift to the eastern side of the entrance would have a redundant door, a door to match the lobby bar to the west side of the building is suggested, windows are to be changed to doors in the bar lobby, but these are not shown on drawing 960/122, where cornices etc are to be removed, they should be kept for re-use, on the first floor hope that the alcove shelf in the

ladies toilet is retained and the existing marble re-used, no details of how fireplaces will be re-instated, hope that panelled dado or fireplaces will be retained in areas where bathrooms are proposed, ask that strong rooms doors are retained where possible, as a feature of historic interest.

- Internal signs should be of quality and not an afterthought.
- Query whether the amount of on-site parking is adequate and ask that the developers look to gain further spaces (the developers may acquire/lease private parking spaces around the city).
- Would welcome the removal of the telecommunications mast on the roof.

#### York Tourism Bureau

3.30 Support the application. Advise there is demand for further hotel accommodation in the city. A five star hotel should also encourage more prestigious high spending visitors; the conference facilities would also be an asset and attract people to the city. It may also be that the presence of a five star hotel will encourage other hotels in the city to enhance their facilities.

#### Yorkshire and Humber assembly

3.31 No comment as the proposal does not have a material impact on the region.

#### Publicity

3.32 The application was publicised by site notice, press notice and letters of neighbour notification. No further representations have been received.

## **4.0 APPRAISAL**

### **4.1 Key issues**

- Principle of the development - the loss of office use and the proposed use as a hotel
- Special historic interest of the listed building
- Character and appearance of the conservation area
- Highway safety
- Sustainability

#### Principle of the development - the loss of office use and the proposed use as a hotel

4.2 Policy E3b of the Local Plan states that any sites or premises either currently or previously in employment use, will be retained within their current use class. Planning permission for other uses will only be given where there is a sufficient supply of employment land to meet both immediate and longer term requirements over the plan period in both quantitative and qualitative terms, and, either unacceptable environmental problems exist, or the development of the site for other



appropriate uses will lead to significant benefits to the local economy, or the use is ancillary to an employment use.

4.3 In order to comply with policy E3b it has to be demonstrated that the building is no longer required for office use. If the site had been marketed unsuccessfully, as office accommodation, for at least 6 months, a change of use could then be supported. Although this has not occurred, there is justification for the proposed change of use.

4.4 The problem with the space on offer is that the building comprises of a number of smaller rooms, opposed to large open plan spaces which are a requirement of modern users. If the layout of the building could be altered to provide such space, it would be more desirable. However this would have unacceptable implications on the special historic interest and structural integrity of the listed building.

4.5 Due to the building's size and layout, there have previously been a number of independent tenants occupying various areas of the building (tenants remain in the basement and will do so should this scheme go ahead). This arrangement has led to underused space in the building, has been harmful to the desire for a sensitive, cohesive appearance, management and maintenance of the listed building.

4.6 The constraints of the building are evident in its recent record of occupation. 50% of the building was vacant when the current owners acquired it in 2007. Previous tenants Network Rail and Northern Rail, re-located to more expensive modern office facilities (£12 per sq ft) elsewhere in the city, despite being offered a lower rate (£5 per sq ft) to remain in the building. It is expected National Express will relocate to Albion Wharf in Skeldergate.

4.7 The building would remain in commercial use as a significant number of staff (250-300) would be directly employed as a consequence of the proposed use, further jobs would be generated indirectly. The proposal would also enhance York's tourism economy which is of importance to the city. As such the proposal is supported by the Council's Economic Development Unit and the York Tourism Bureau. York's tourism economy brings a significant income to the city and creates some 10,000 jobs. The hotel is expected to attain 5\* status, which no other hotels within the city centre offer. The proposal is expected to enhance the stock of hotels in the city, not only because it would be 5\* accommodation but the attraction of opening this prominent building to the public, which is prestigious due to its appearance and historic importance. As such the proposed development would benefit York's economy.

4.8 Overall considerable weight is given to the benefit to the cities economy the proposal would deliver. Furthermore although it has not been demonstrated there is no demand to retain the building in office use, it is evident demand is limited and although the building was designed for office use, this may no longer be the optimum use of the listed building.

#### The proposed use

4.9 Policy V3 of the Local Plan states hotels will be suitable provided the development would be: compatible with its surroundings in terms of siting, scale and design and would not result in the loss of residential accommodation which when originally built had less than four bedrooms; would not have an adverse effect on the residential character of the area; and is well related in terms of walking, cycling and access to public transport in relation to York City Centre or other visitor attractions

4.10 It is proposed that the hotel would attain a 5 \* status. Although this cannot be secured through the planning application, the aspiration is realistic given the size and prestige of the building. The following services (which are required so the 5\* rating can be gained) will be offered in the building

- It would be open all the time, 24 hours each day of the year, and at all times customers would have access to staff and room service.
- High quality and generously sized communal environments such as various dining areas and bars with table service.
- Leisure/spa and business facilities.
- Luxury suites.
- Valet parking.
- Quality of the interior of the hotel.

4.11 The proposed site and building are consistent with the criteria set out in policy V3. As such there is no objection to the use of the building as a hotel.

#### Special historic interest of the listed building

4.12 PPG15 Planning and the Historic Environment advises that applications for listed building consent must be able to justify their proposals. They will need to show why works which would affect the character of a listed building would be desirable or necessary.

4.13 It is a requirement of Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to preserve the special historic interest of the listed building and the character and appearance of the conservation area. This is reinforced in policy HE4 of the draft Local Plan which states that listed building consent will only be granted when there is no adverse effect on the character, appearance or setting of the building.

4.14 The internal space lends itself to the proposed use which could occur without any internal alterations that harm the inside of the building. Rooms shall be re-used without significant alteration and renovated sympathetically, removing modern cabling etc and the building shall be powered in an efficient sympathetic manner. It is welcomed that rooms on the ground and first floor, such as the boardroom, are proposed to be used as they were originally intended. Officers have been advised that the architects shall be retained to follow through the scheme and are thus reassured that conditions can be complied with to ensure works carried out will be sensitive to the building and in liaison with Conservation Officers.

The following alterations are proposed -

#### Entrance area

4.15 The entrance presents a challenge in that a level access into the building has to be provided and it is likely a ramped access will require some form of handrail to comply with building regulations.

4.16 The proposals have been revised regarding the ramps and entrance steps. In accordance with English Heritage's suggestion the steps are to be retained (including design and shape) and moved toward the kerb with the ramp behind.

4.17 There would be a step up to the luggage entrance; a proposed platform lift will provide level access. When not in use the lift would appear as part of the Yorkstone pavement. It is considered preferable to keep the new entrance (and the symmetrical change) within the columns, which read as the entrance to the building, and not to interfere with the rest of the facade. As requested by EH, the drawing of this area (300) has been revised to clarify that concrete would not be used to make good the wall.

4.18 The external glass railings have been omitted, and replaced by iron railings supported by (two) balusters (on each side). The proposed supports are of simple design and are considered not to detract from the appearance of the building.

4.19 The lift in the entrance lobby is considered preferable to other options to get people into the building. The approach is sensitive and preferable in comparison to the alternative of creating a level access through the new door to the side of the main entrance, which would require installing more ramps and associated furniture outside, due to the difference between pavement and internal ground floor level (around 700mm). The handrail, which English Heritage were uncomfortable with has been removed. The platform area has been extended, in line with the lift, to retain symmetry in the lobby.

#### Redundant lift

4.20 The lift to the eastern side of the entrance will be rotated, making its existing entrance redundant. In accordance with the recommendation made by the Civic Trust, it has been agreed a door, that matches the door on the other side of the entrance, thus retaining symmetry, can be inserted to close off this opening. This would be a condition of approval of the listed building consent.

#### Internal alterations

4.21 Internal alterations will mostly be subject to agreement through large scale drawings and discussion between officers and the architects to ascertain the most sympathetic approach. The works will be reversible and will not affect features of architectural merit, such as existing cornices. Fireplaces shall be subject to further inspection and large scale details of the doors onto the garden are to be agreed. In accordance with EH and the Victorian Societies preference (see 3.20 and 3.25) glazing will be reinstated in front (facing the corridor) where glazed partitions are to be fireproofed. This detail will be subject to condition in the listed building application.

## Signs

4.22 Signs can be covered through condition in the listed building application. How they are applied can be specified and external signs subject to approval of their details.

4.23 The proposed hotel use is desirable as the building would be enjoyed by the public and restored to its former status, as a listed building which is fully operational and accommodates a prestigious use. The proposal will secure the long term upkeep of the building whilst protecting and enhancing its historic fabric and general appearance. The effect on the listed building is a significant benefit of this proposal.

## Character and appearance of the conservation area

4.24 The site is within a designated conservation area (Central Historic Core). Within such areas, the Council has a statutory duty to consider the desirability of preserving or enhancing the character and appearance of the area.

4.25 Policy HE3 states that within Conservation Areas, proposals will only be permitted where there is no adverse effect on the character or appearance of the area.

4.26 The external alterations around the entrance and the extensions are minor in scale/visual impact and are considered to have an acceptable affect on the conservation area. A significant benefit of the scheme is the proposed garden area, which replaces an unsightly car park. This area is visible from the city walls; the installation of a green landscaped area in the city centre would significantly enhance the appearance of the conservation area, in relation to the present tarmac car park. The retaining wall in the garden will be of brick to match the building, as requested by EH (see drawing 960/110).

## Highway safety

4.27 T4 seeks to promote cycling and states that all new development should provide storage for cycles in accordance with the standards in appendix E of the Local Plan.

## Car parking

4.28 A reduction in the amount of car parking spaces is proposed (24 spaces, down from 43). In this location, near to main bus stops and the train station, it can be reasonably expected, and is welcomed, that visitors are discouraged from using a private car and use alternative means of transport. This approach is consistent with national and local planning policy, which seeks to deter car use.

## Cycle parking

4.29 At time of submission, 40 cycle spaces are proposed in the rear yard along with changing rooms and shower facilities. Spaces are secure and covered. A travel plan is suggested as a condition to promote cycling and to ensure that if demand for cycle spaces increases in the future, the proposed hotel can deliver these.

## Sustainability

4.30 GP4a states all proposals should have regard to the principles of sustainable development.

4.31 The sensitive re-use and refurbishment of the building and the approach to promoting alternative means of transportation have been mentioned already. The building will be fully utilised, it is underused at the moment and thus the proposals constitutes a sustainable use of the space. A significant amount of planting is to be introduced in the garden and the building will operate more efficiently. A combined heat and power energy efficient boiler (A system where the heat produced during power generation is recovered) shall be installed to heat water and the building. The primary energy used would be wood pellets (a sustainable source). This would be around 35% more efficient than using a conventional boiler. Overall the building would operate in a far more efficient manner than is existing, and the proposed re-use and full occupation of the building is sustainable. As such the development complies with policy GP4a of the Local Plan.

## **5.0 CONCLUSION**

5.1 The scheme is supported because it is considered the proposed use is one which works with the layout and constraints of the listed building; it will bring it into full use, enhance/restore its historic interest and make it accessible to the public. Hopefully the long term future and special historic interest of the building will be secured through this use, which may not occur if it is required to remain in office use.

5.2 Although to allow the proposal would be contrary to Local Plan policy E3b as it involves a loss of office space, this is considered not reason to refuse the application as the proposed use would create employment and have economic benefits for the city. Also the building is grade II\* listed and its well-being is given significant weight.

5.3 In other respects, highway safety, the character and appearance of the conservation area and sustainability, the scheme is acceptable.

## **COMMITTEE TO VISIT**

### **6.0 RECOMMENDATION:**            Approve

1        TIME2            Development start within three years

2        The development hereby permitted shall be carried out only in accordance with the following plans and other submitted details or any plans or details subsequently agreed in writing by the Local Planning Authority as an amendment to the approved plans.

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 the approved plans, large scale details of the main entrance arrangement shall be approved by the Local Planning Authority and the development carried out accordingly.

Reason: To protect the appearance and setting of the listed building.

4 The brickwork to the retaining garden wall shall match the existing brickwork in all respects i.e., bonding, size, colour and texture of bricks and the colour and finished treatment of mortar joints, to the satisfaction of the Local Planning Authority (sample panel to be agreed onsite).

Reason: To ensure that the finished appearance is to the satisfaction of the Local Planning Authority.

5 The materials to be used externally on the service extension and the single storey extension to the leisure area shall match those of the existing building in colour, size, shape and texture.

Reason: To ensure that the finished appearance is to the satisfaction of the Local Planning Authority.

6 The development shall be carried out in accordance with the proposed energy use strategy (section 7) in the supporting statement dated February 2008.

Reason: In the interests of sustainable development, in accordance with policy GP4a of the Draft Local Plan.

7 No development shall take place until there has been submitted and approved in writing by the Local Planning Authority a detailed landscaping scheme for the garden area which shall illustrate hard and soft measures, including the number, species, height and position of trees and shrubs to be planted.

This scheme shall be implemented within a period of six months of the completion of the development. 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 alternatives are agreed in writing by the Local Planning Authority.

Reason: So that the Local Planning Authority may be satisfied with the variety, suitability and disposition of species within the site.

8 HWAY19 Car and cycle parking laid out

9 HWAY21 Internal turning areas to be provided

10 HWAY29 No gate etc to open in highway

11 The applicant shall submit and agree in writing with the Local Planning Authority a green travel plan for employees and guests, within 6 months of

occupation of the building. The travel plan shall set measures to promote sustainable travel and reduce dependence on the private car. Cycling shall be promoted and further secure covered spaces be provided on site (details to be approved by the Local Planning Authority) when demand occurs.

Reason: To promote sustainable travel.

12 Use of the ground floor roof garden/patio that forms part of the proposed development shall be confined to the following hours of operation :

Monday to Sunday 08.00 to 00.00 (midnight).

Reason: To protect the amenity of future residents

13 Delivery vehicles using the joint service yard to the rear of the proposed development shall be confined to the following hours:

Monday to Saturday 07.00 to 23.00  
Sundays and Bank Holidays 9.00 to 18.00

Reason: To protect the amenity of future occupants and local businesses

INFORMATIVE This relates to the proposed use and not construction/building works.

14 Details of all machinery, plant and equipment to be installed in or located on the use hereby permitted, which is audible at any business, residential or hotel accommodation, shall be submitted to the local planning authority for written approval. These details shall include maximum ( $L_{Amax}(f)$ ) and average sound levels ( $L_{Aeq}$ ), octave band noise levels and any proposed noise mitigation measures. All such approved machinery, plant and equipment shall not be used on the site except in accordance with the prior written approval of the local planning authority. The machinery, plant or equipment and any approved noise mitigation measures shall be fully implemented and operational before the proposed use first opens and shall be appropriately maintained thereafter.

Reason: To protect the amenity of future occupants and local businesses.

15 There shall be adequate facilities for the treatment and extraction of cooking odours. Details of the extraction plant or machinery and any filtration system required shall be submitted to the local planning authority for written approval. Once approved it shall be installed and fully operational before the proposed use first opens and shall be appropriately maintained thereafter.

Reason: To protect the amenity of future occupants and local businesses.

16 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 businesses.

17 Any facilities for the storage of oils, fuels or chemicals shall be sited on impervious bases and surrounded by impervious bund walls. The volume of the bunded compound should be at least equivalent to the capacity of the tank plus 10%. If there is multiple tankage, the compound should be at least equivalent to the capacity of the largest tank, or the combined capacity of interconnected tanks, plus 10%. All filling points, vents, gauges and sight glasses must be located within the bund. The drainage system of the bund shall be sealed with no discharge to any watercourse, land or underground strata. Associated pipework should be located above ground and protected from accidental damage. All filling points and tank overflow pipe outlets should be detailed to discharge downwards into the bund.

Reason: To prevent pollution of the water environment.

18 Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from parking areas and hardstandings shall be passed through trapped gullies installed in accordance with a scheme previously submitted to and approved in writing by the Local Planning Authority.

Reason: To prevent pollution of the water environment.

## **7.0 INFORMATIVES:**

### **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 loss of office space, the special historic interest of the listed building, the character and appearance of the conservation area, highway safety and the promotion of sustainability. As such the proposal complies with Policies E3b, V3, HE4, HE3, T4 and GP4a of the City of York Local Plan Deposit Draft.

### **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:

Works in the highway - Section 171/Vehicle Crossing - Section 184 - Stuart Partington (01904) 551361  
Temporary footway closure - Section 14

### **Contact details:**

**Author:** Jonathan Kenyon Development Control Officer  
**Tel No:** 01904 551323