COMMITTEE REPORT

Date:	23 May 2012	**Ward:**	Holgate
Team:	Major and Commercial Team	**Parish:**	Holgate Planning Panel

Reference: 12/01176/FULM
Application at: Proposed Training And Rail Operations Centre Leeman Road York
For: Erection of training and rail operations centre and demolition of trackside building
By: Network Rail
Application Type: Major Full Application (13 weeks)
Target Date: 22 June 2012
Recommendation: Approve

1.0 PROPOSAL

1.1 The application relates to an almost triangular parcel of land to the southeast of the railway station, at the end of Cinder Lane. The land is bound by the railway line to the east and to the southwest. Beyond the railway lines there is housing to the southwest, housing and the station car park to the southeast, there are car parks and operational railway land to the northeast.

1.2 The application site is within the York Central area, which comprises of 35-37 hectares of land at the edge of the city centre, to the immediate rear of York Railway Station. The site incorporates a range of existing uses including the National Railway Museum, private housing and businesses (to be retained), and operational rail land owned by Network Rail.

1.3 Planning permission is sought for Network Rail facilities on site; a Rail Operations Centre (ROC) which would eventually replace the existing signalling centre at York (which is to the northeast of the application site), and would become the operating centre for the East Coast mainline between London and Scotland and a training centre which would include a welding centre and external track facilities. The training centre would replace existing facilities in the city and consolidate facilities in the region. The proposed building is T-shaped with the 3-storey (though with plant room on the roof) ROC and 2-storey workforce development buildings running parallel to the York to London line, linked by a hub (arrival point, cafe etc) to the single storey welding centre building which would travel northwest towards the Cinder Lane footbridge. The track would be to the southeast of the site (parallel with the line which runs to Skelton) and car parking spaces on the northern side of the buildings. A direct footpath from the train station will also be provided into the site.

2.0 POLICY CONTEXT

2.1 Development Plan Allocation:

Areas of Archaeological Interest GMS Constraints: City Centre Area 0006
Contaminated Land GMS Constraints:
Schools GMS Constraints: St. Paul's CE Primary 0229
York North West Boundary GMS Constraints: York North West Boundary CONF

2.2 Policies:

S9 Action areas
GP1 Design
HE10 Archaeology

3.0 CONSULTATIONS

Design, Conservation and Sustainable Development

3.1 Comments from Design and Conservation pending.

Sustainability officer

3.2 The provision of at least 10% of the developments energy demand from LZCs is a requirement of the IPS. The solution preferred by the applicant is the installation of a combined heat and power (CHP) unit providing over 50% of the developments regulated energy demand, this far exceeds the IPS requirement. In addition, provision is to be provided that allows the installation of solar thermal or solar photovoltaic (PV) systems if required in the future.

3.3 A requirement of the Council is that a development of this scale achieves at least a BREEAM 'Very Good' rating.

3.4 The applicant confirms that all buildings on the site, with the exception of the Welding Centre, will be assessed under BREEAM Bespoke 2011 and achieve at least a 'Very Good' rating. Officers would like to see written confirmation from BRE that it is not appropriate for the Welding Centre to be assessed under BREEAM. In addition, it would be useful if the applicant could submit a statement to the Council stating that the Welding Centre will support the principles of BREEAM especially with regard to energy, water and waste.

3.5 To minimise any change in air quality officers would like to see the provision of electric charging infrastructure in a number of the parking bays proposed. Officers also recommend the use of internal light sensors, grey water harvesting systems

and acommitment to provide an agreed percentage of contractors / workforce to come from the York area., providing training opportunities in conjunction with local colleges.

Environmental Protection Unit

3.6 The Environmental Protection Unit do not object to the application. a number of conditions have been suggested in the interests of amenity.

3.7 Noise from the welding centre: The principal concern of EPU was noise associated with the use of the welding centre, where equipment such as disc cutters, needle guns, angle grinders, impact wrenches and weld grinders will be regularly used (typically training courses running 7 days per month).

3.8 Predicted noise levels associated with this activity show that noise levels at the nearest residential dwellings to the west of the site will range be between 45dB(A) and 55dB(A), with levels in gardens predicted as 48dB(A). Noise monitoring shows that during the weekdays the 1 hour Leq (continuous noise level) varies between 53dB(A) and 80dB(A) between the hours of 08:00 to 17:00 when the centre would be operational, with a Leq over the daytime period of between 60 to 70dB. As such operations at the welding centre alone would be between 5 to 10dB lower than the existing noise levels in the area. As such officers advise the operation would not affect residential amenity. However officers request that the hours of operation of the welding centre are restricted to the hours detailed in the application of 08:00 to 17:00 Monday to Friday.

3.9 Traffic: EPU has no concerns about increases in noise level due to traffic. The applicants predictions indicate there will be a negligible impact on traffic noise levels, with levels not predicted to increase by more than 1dB over that predicted if nothing was done on site. The change in traffic from the proposed development would not have a material impact on air quality. Officers would like to see electric charging points installed for vehicles, in line with council's Low Emissions Strategy.

3.10 Construction: Environmental Protection Unit recommend a Construction Environmental Management Plan be submitted as a condition if the application is approved. This will minimise impact regarding; noise, vibration, dust and lighting during the demolition, site preparation and construction phases of the development, piling operations, and will control typical working hours (08:00-18:00 Monday to Friday, 09:00-13:00 on Saturdays and no working on Sundays or Public Holidays).

3.11 Lighting: Officers consider that if the lighting adheres to the Institute of Lighting Engineers guidelines it would be acceptable. Officers have asked for information of the lighting scheme in terms of times of operation and Lux levels.

3.12 Contaminated Land: Initial site investigation works have identified elevated concentrations of metals, petroleum hydrocarbons and PAHs. Further site investigation work is required to fully characterise the site and to design appropriate remedial measures. EPU recommend that planning permission for the proposed development should only be granted subject to a condition securing an agreed remediation scheme.

3.13 Air Quality: A Combined Heat and Power system is proposed which will use natual gas boilers. There has been no assessment of the air quality impact from the proposed system. As such, a condition is required to ensure no detrimental impact on local air quality in the vicinity of the development.

Drainage Engineers

3.14 Officers have a recommended a condition (no 23) to deal with site drainage.

Highway Network Management

3.15 There are no highway objections to the application, subject to the following standard conditions: highway layout to be constructed in accordance with the proposed plans, cycle parking to be installed, the preparation of a travel plan and agreement with the Local Planning Authority routing and times of traffic movements during construction.

3.16 Officers agree to the proposed cycle facilities; 20 short stay cycle spaces for visitors and 88 covered and secure spaces for staff (based on an existing 30% mode share). There will also be new shower and changing facilities incorporated into the buildings to encourage cycle trips.

3.17 Vehicle access will be gained to the site via a barrier-controlled entrance. The level of parking on the site (114 spaces) has been agreed to meet their operational needs. This has been based on information obtained from other similar recent developments and on the Authority's modal share targets. The existing parking spaces at the current Network Rail facilities in this area will gradually be removed as staff are transferred to the new building.

3.18 The shift change-over periods at 6am, 2pm and 10pm means that vehicle movements associated with staff at the Operations Centre will not be taking place during the City's usual am and pm peak periods.The Training Centre that has the potential to generate vehicle trips during the am and pm peaks in the City. These are predicted as 57 arrivals in the am and 57 in the pm peak. Traffic impact assessments undertaken indicate that there will be a less than 5% increase in turning movements at both the Salisbury Road/ Water End and Station Road/Station Rise/Station Avenue junctions which represent what is generally considered as no

significant impact, in traffic terms. Although increases at the Cinder Lane/Leeman Road junction would be material, the relatively light movements currently to be found lead officers to conclude there would be no capacity/operation issues likely when the building become operational.

Yorkshire Water

3.19 No objection, the drainage methods proposed, including surface water run-off rates, are agreed to by Yorkshire Water. Yorkshire Water note that sewers cross the site and ask that development does not occur within 6m of the sewers (unless Yorkshire Water agree otherwise). It is asked that surface water run-off from the car parking areas is passed through an oil interceptor, to and that foul water from kitchens and/or food preparation areas of any restaurants and/or canteens etc. Must pass through a fat and grease trap of adequate design before any discharge to the public sewer network, to prevent pollution.

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3.20 Support the application.

Environment Agency

3.21 Have asked for additional details as the FRA failed to provide an adequate drainage plan which demonstrates that:

- There will be a 30% reduction in surface water discharge, for any new development, from the site.
- Storm water resulting from a 1 in 100 year event can be stored on the site without risk to people and property.

3.22 The EA ask for details of piling and any boreholes to be agreed prior to works as the site is underlain by a Sherwood Sandstone aquifer. The aquifer is likely to be protected from contamination by the overlying cohesive deposits. However piling through these cohesive deposits could create pathways for contamination to migrate down to the aquifer and impact on groundwater.

Safer York Partnership

3.23 We have been advised that British Transport Police have been engaged in the design process and will continue to do so. No specific observations were made by officers.

Statement of community involvement

3.24 A 2 day public exhibition was held to inform the public of the proposals. The exhibition was held at the Railway Station & St Paul's Church (situated on the corner of Holgate/Railway Terrace).

3.25 Neighbours (x 200 in the locality) were informed and the events advertised in the Press newspaper. In addition the applicants met with York Civic Trust, Local Ward Councillors, the Conservation Areas Advisory Panel and National Railway Museum. 22 comments forms were received. A summary of the responses is as follows:

16 in support, 3 in objection.

- Concerns were raised about the height of the proposed buildings, which would obstruct views of the Minster and the station and properties on St Paul's Mews would suffer from a loss of light.
- Future users should be made to travel to work by train. Residents were keen to ensure there would be no further parking problems on Railway Terrace and St Paul's Mews.
- Proposals should include information of the relocation of the turntable (and it is unrealistic this can be accommodated at the Railway Museum). The turntable enables steam engines to visit the city and the loss of the facility would have an adverse effect on the cities' tourism industry.
- Noise disturbance – during construction & operation.
- A welcome development for York
- Development of the site will enhance its appearance

3.26 Summary of comments as a consequence of LPA publicity (comments received from 7 residents)

- Noise disturbance: from passing freight trains which will be reflected from the proposed Building instead of being dissipated towards the Station Area, during construction and operation of the building.

- The proposed Rail Operations Centre will necessitate the removal of the Engineers Triangle which is used as an Turning Area for visiting Steam Locomotives etc.

- Loss of views of the station and the minster from St Paul's Mews / Railway Terrace.

- Request for a wider mix of, and taller trees to properly screen the welding centre and service yard, and provide visual interest.

- The turntables (which must be the only existing turntables in the British Isles, and are historic buildings) and old locomotive standing areas which have been

recently discovered and excavated are an asset to the Railway history of which York is justly proud. Preference is for these to be retained and available for the public to view.

4.0 APPRAISAL

4.1 Key issues

- Principle of the proposed development
- Impact on the comprehensive regeneration of York Central
- Visual impact and impact on the setting of listed buildings and the conservation area
- Residential amenity
- Highway Network Management
- Archaeology
- Sustainable design and construction
- Site Drainage

PRINCIPLE OF THE PROPOSED DEVELOPMENT

4.2 The National Planning Policy Framework states that the planning system should deliver sustainable development and the Government is committed to securing sustainable economic growth. Local Planning Authories are expected to contribute toward building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth. Local Plans are required to set an economic strategy for their area, which will include identifying priority areas for economic regeneration. The application site is in the York Central area, which is identified in the Local Plan (policy SP9) as an area where economic growth is envisaged; a new central business district which will be employment lead and include premier employment land. A planning brief was developed for the area in 2004 although this is under review. It is expected a supplementary planning document for the area will be finalised this year.

4.3 The application is made by network rail for a rail operations centre (ROC) and training facility. The ROC will eventually have up to 477 staff and be one of 14 such centres in the United Kingdom. It would operate the East Coast Mainline between London and Scotland and other routes within Lincolnshire, Humberside and West Yorkshire. The training centre would have a capacity of 200 and will teach new engineering and maintenances techniques and skills.

4.4 The site is at the edge of the city centre, a previously developed ‘brownfield’ site which is identified in the Local Plan as one which the Local Planning Authority wants

to see re-developed. The site is next to the railway station, and has excellent public transport links. The economic development proposed is welcome in the city and in particular in this central location. In principle the development fully accords with the requirements and expectations of the National Planning Policy Framework and local planning policy.

IMPACT ON THE COMPREHENSIVE REGENERATION OF YORK CENTRAL

4.5 It was established in the 2004 development brief that York Central would be subject to a comprehensive masterplan, which is yet to be developed. This application is made by Network Rail. The application site is at the edge of the overall site (the boundary runs along the railway line to the southwest) and development of this area will be constrained by the railway line to the immediate east of the application site.

4.5 The masterplan for York Central will (according to the development brief) need to consider access into the site, permeability and the relationship with the railway station; including developing an appropriate western access into the station. Due to its location, the proposed development will not materially effect how the overall area is developed in this respect. Issues of urban design are covered in the visual amenity section.

4.6 Other potential strategic issues are the future provision of a Harrogate line which would be brought into the station along the north side of the site and the need to relocate the locomotive turning facility presently on site. Network Rail have given assurances that the development would not compromise the delivery of the Harrogate line (an alternative vehicle/servicing access would need to be introduced from the northeast), and that a replacement locomotive turning facility will be provided in the city.

VISUAL IMPACT

4.7 Local Plan policy GP1 refers to design, for all types of development. It states that development proposals will be expected to, respect or enhance the local environment; be of a density, layout, scale, mass and design that is compatible with neighbouring buildings, spaces and the character of the area; using appropriate materials; avoid the loss of open spaces, vegetation and other features which contribute to the quality of the local environment; retain, enhance, or create urban spaces and other townscape features which make a significant contribution to the character of the area; provide and protect amenity space; provide space for waste storage; ensure no undue adverse impact from noise disturbance, overlooking, overshadowing or from over-dominant structures.

4.8 Policy GP1 follows national principles established in the National Planning Policy Framework which advises that good design is a key aspect of sustainable

development, is indivisible from good planning, and should contribute positively to making places better for people. Good design means development which is fit for purpose, safe, and attractive, responding to local character. Development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions should be refused.

4.9 The application site is within the Central Historic Core Conservation Area and adjacent the grade 2 star listed railway station, and can be seen from the grade 1 listed City Walls. The National Planning Policy Framework requires that development either preserves or enhances the historic environment. York's most recent policy on heritage assets relevant to this site is the Central Historic Core Conservation Area Appraisal. The appraisal identifies and seeks to protect identified views of the Minster, and requires that developments;

- respect local building heights and form;
- place importance on the design of roofs and the roofscape: because they are often highly visible from raised viewpoints and new development should contribute positively to the character of York's distinctive skyline in this respect;
- preserve existing views and look to create interesting new ones;
- seek to add to the variety and texture of the Conservation Area, which is one of its defining characteristics; and
- use materials appropriate to the status and context of the building.

4.10 Site access is constrained by the presence of the railway lines to the southern and western sides of the building, for pedestrians a reasonably direct link from the train station, around the existing signalling centre. Otherwise cyclists and pedestrians would arrive via Cinder Lane and the Cinder Lane footbridge.

4.11 The building footprint has been derived as it is desirable for the buildings to have a strong presence and relationship with the railway line, and to retain some views through the site towards the railway station and The Minster. Consequently the taller building (the ROC) is parallel to the railway line, in the southeast corner of the site and the low buildings are to the northeast and northwest of the site. As such views are generally retained from Railway Terrace (which is 5m higher than the application site), through St Paul's Mews towards the station and The Minster.

4.12 Red brick has been chosen as the predominant material for the buildings, as it is robust and characteristic of York. The elevations are clean and contemporary, the approach being that the framework of the building predominantly consists in a repetitive series of columns which reference the brick form of the main railway station and buildings at the Railway Institute, this will be apparent when the building would be seen alongside the railway station from the City Walls. Glazing, cladding panels and solar shading devices will be recessed, back from this main brick exterior.

4.13 The building would have a flat roof covered using recycled materials from the site and concealed behind a parapet wall. The flat roof fits with the design approach to the building and reduces its massing, and is considered an acceptable approach. The plant areas are located on the top of the building, and a considerable amount of plant is required for the ROC. The plant room is just over 5m high (the 3-storey brick structure is 13.5m high from floor level to the top of the parapet wall) and an aluminium louvered structure. The applicant has been asked to re-consider the roof design, to see if the plant room can be lower. A height reduction would be desirable but otherwise due to the location of the ROC building a building of the proposed height would not appear out of place. The maximum height would be of comparable height to the railway station building and the 4-storey dwellings on the southeast side of the railway line yet the proposed building's apparent scale would be reduced as the plant room would be setback around 7m from the edge of the building.

4.14 Due to the location of the building and the orientation of surrounding buildings there would be a material impact on distant views of the station, from Railway Terrace, between the two terraces of houses at St Paul's Mews which are perpendicular to each other. However it has always been anticipated that development at York Central will affect some views through the site. The 2004 planning brief for the site advises that development must protect 'important vistas and views across the city', and identifies key views as being of The Minster and of the Train Station from the City Walls. The Central Historic Core Conservation Area Appraisal has since been developed which identifies important views and vistas of, and within, the city and these will not be affected. The loss of views, including those of the Minster and the Train Station, from private houses that would occur as a consequence of the proposed development is not material in planning terms (rather the consideration is whether the proposed development would be unduly over-bearing or over-dominant) and does not warrant further amendment or refusal of the proposed development.

AMENITY OF SURROUNDING OCCUPANTS

4.15 The houses to the west of the site, on the opposite side of the railway line, are between 25 and 30m away from the application site boundary. There are 3 terraces of houses (nos 28-50 St Paul's Mews) opposite the site which are orientated so they face generally north or south, the gable ends of the terraces that face the site only have single windows on the elevation facing the site, which do not serve main living room windows. The terrace further south (nos 7-28) does face southeast, but only indirectly at the ROC building. As such the existing houses would not suffer from over-shadowing from the proposed developments. The west elevation of the ROC would look beyond, rather than directly at, nos. 7-28 and would be a building of significantly larger scale than the houses; the west elevation being around 35m wide and around double their height (13.5m tall). However the building is of the height

which has been suggested at York Central (3-5 storey typically with exceptional 6-storey buildings according to the 2004 planning brief). As the building would be at least 45m from the nearest houses, it would not be unduly dominant over its neighbours and would not be unduly over-bearing.

Noise / disturbance

4.16 The potential increase in noise levels attributable to reflections from the proposed development buildings during train-pass situations has been assessed as part of the applicants modelling exercise. The noise modelling considered trains travelling along both the Mainline and Skelton line tracks for the current scenario i.e. without development, and a future scenario where the proposed buildings have been erected.

4.17 The noise modelling has shown that there will be no perceptible increase in the noise levels at the nearest residential receptors due to reflection effects from the proposed development buildings.

4.18 The welding centre would only operate between the daytime hours of 08:00 and 17:00. The predicted noise levels as a consequence of the operations at the nearest residential areas will not exceed levels which the World Health Organisation (WHO) deem to be acceptable (recommend that on average noise levels are no more than 35dB in living rooms and 50 dB in outside garden areas). Based on the applicants modelling the worst case scenario will be noise levels of 36dB in gardens. This indicates that the operation would not cause undue disturbance and generally noise as a consequence of the proposed development would not exceed the average noise levels already experienced during the daytime.

4.19 Otherwise due to the distance of the application site from the nearest houses it is unlikely that noise from plant and equipment (it is all shown as being internal) or lighting of the service yard would affect surrounding occupants, although these matters can be controlled through conditions. Staff coming and going will enter the site from the opposite side, in relation to St Paul's Mews, and therefore would not cause undue disturbance.

Construction noise

4.20 A level of disturbance during construction at any site is inevitable and planning applications must be determined on the basis of the end product rather than any disturbance during the construction. However through a suitably worded condition related to construction management, control can be exercised over general working hours, any piling required and minimising the creation of noise, vibration and dust.

Access and highway safety

4.21 Vehicular access into the site will be from Cinder Lane. In addition pedestrians would be able to access the site via a new link from the railway station and from Cinder Lane.

4.22 Traffic impact assessments undertaken to determine the likely impact of the development traffic on the highway network advises that the additional traffic generated by the development will not compromise the operation of the highway network. Cinder Lane and its junction with Leeman Road have the capacity to deal with the expected additional traffic volumes. The assessments indicate that there will be a less than 5% increase in turning movements at both the Salisbury Road/Water End and Station Road/Station Rise/Station Avenue junctions which represent what is generally considered as no significant impact, in traffic terms.

4.23 The level of parking on the site (114 spaces) has been agreed to meet operational needs. This has been based on information obtained from other similar recent developments. The parking will primarily be used for persons working shifts at the ROC (24 hour operation); 1 space per 2 staff and the welders who need to use private vehicles in order to carry their equipment.

4.24 We understand that existing parking spaces at the current Network Rail facilities in this area will not be used by this development and gradually they will be removed as staff are transferred to the new building and eventually these areas will form part of the wider York Central Scheme.

4.25 Staff cycle parking (88 spaces) will be within the building. There would be 20 visitor spaces. Delivery of the facilities; secure spaces and changing facilities can be secured through condition. The amount of cycle parking is likely to be adequate given the number of staff on site at any time. However it is felt there should be space allocated for extra spaces on site if necessary in future (which would be identified in the travel plan).

ARCHAEOLOGY

4.26 The site is within the City Centre Area of Archaeological Importance. In terms of historic railway infrastructure at the site there was a rectangular locomotive shed built in 1841 and three roundhouse sheds (built between 1849 and 1864). The roundhouse sheds had central turntables and radiating stalls, and were where engines were stored and maintained. The rectangular shed formed part of the design of the original station, and was designed by GT Andrews (who also designed the station), the larger of the roundhouses was designed by Thomas Prosser, who also designed the existing railway station. The structures were all demolished by 1963.

4.27 Investigations have been undertaken to ascertain to what extent the buildings survived below ground, full excavation could not occur at this stage as the turning

facility on site is still operational, and the majority of roundhouse 1 is underneath live track. The floor levels of each of the roundhouses have been exposed. The roundhouses are substantially complete and can be readily understood, they have been recorded and the site was opened to the public during May this year.

4.28 Local Plan policy HE10 requires an evaluation of sites within the City Centre Area of Archaeological Importance, to assess the importance of remains on site be carried out, and for developments to preserve at least 95% of archaeological deposits. Discussions are ongoing with Council's Archaeologist as to the final scheme for preservation of the remains. However the intention is that a foundation system, sub-structure design, servicing strategy, and construction methodology that will ensure the preservation of at least 95% of each of the 3 roundhouses and the 1841 engine shed, is achieved. Furthermore it is desirable that a glass viewing panel within the floor is installed, possibly by the building's entrance, revealing the remains.

SUSTAINABLE DESIGN AND CONSTRUCTION

4.29 The buildings will have an energy efficient design and low carbon technologies will be incorporated; combined heat and power and air-sourced heat pumps. These installations will deliver at least 10% of the building's energy demand. The roof design allows photovoltaic panels to be retro-fitted. The applicants intend to achieve a rating of BREEAM very good for the ROCand the social hub. It has been agreed with the Building Research Establishment (BRE) that a BREEAM rating would not be sought for the welding centre, as the building will not be environmentally controlled. The changing rooms would though have water efficient devices installed.

SITE DRAINAGE

4.30 Drainage engineers have suggested a suitable condition, to ensure they are satisfied with site drainage.

5.0 CONCLUSION

5.1 The development is deemed as the type of sustainable economic development both the Government and York Council wish to see delivered and in this respect the scheme is welcome. It is deemed that in design terms the scheme is acceptable; the development would compliment the setting of the grade 2 star listed railway station and would not harm the amenity of surrounding occupants. In addition the development would not cause noise disturbance, or have an undue impact on the highway network.

6.0 RECOMMENDATION: Approve

1 TIME2 Development start within three years -

2 The development hereby permitted shall be carried out in accordance with the following plans:-

(SK)001A Building Locations
(SK)002 Proposed Site Plan
(SK)003A Proposed Elevations
(SK)004A GA Ground Floor Plan
(SK)005A GA First Floor Plan
(SK)006A GA Second Floor Plan
(SK)007 Plant Compound Plan/Sections/Elevations
(SK)008A Fencing Strategy
(SK)009 Fencing Strategy Pedestrian Route

(B1-ROC)

(SK)101E Ground Floor Plan 1:100 A1
(SK)102E First Floor Plan 1:100 A1
(SK)103E Second Floor Plan 1:100 A1
(SK)104C Plant Room and Roof Plan 1:100 A1
(SK)105C PV Deck Level Plan 1:100 A1
(SK)106A Plant Room Roof Plan 1:100 A1
(SK)107C North and East Elevations 1:100 A1
(SK)108C South and West Elevations 1:100 A1
(SK)109A Sections 1:100 A1
(SK)110 Typical Bay Details 1:50 A3

(B2-WDC)
(SK)201F Ground Floor Plan 1:100 A1
(SK)202F First Floor Plan 1:100 A1
(SK)203C Plant Room and Roof Plan 1:100 A1
(SK)204C Plant Room Roof Plan 1:100 A1
(SK)205C North and East Elevations 1:100 A1
(SK)206C Sections 1:100 A1
(SK)207 Typical Bay 1 and 2 details 1:25 A1
(SK)208A South and West Elevations 1:100 A1
(SK)209B Lower Roof Plan 1:100 A1

(B3-Social Hub)

(SK)301E Ground Floor Plan
(SK)302E First Floor Plan
(SK)303C Roof Plan

(SK)304B South and East Elevations
(SK)305C North and West Elevations
(SK)306B Sections

(B4-Welding Centre)

(SK)401B Ground Floor Plan
(SK)402C Elevations
(SK)403B Sections
(SK)404A Roof Plan
Reason: For the avoidance of doubt and to ensure that the development is carried out only as approved by the Local Planning Authority.

3 Upon completion of the development use of the welding training centre shall only operate during the following hours:

Monday to Friday 08:00 to 17:00

Reason: To protect the amenity of nearby occupants.

4 Materials

Notwithstanding any proposed materials specified on the approved drawings or in the application form submitted with the application, samples of the external materials to be used shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development. The development shall be carried out using the approved materials.

Sample panels of the brickwork to be used on the buildings shall be erected on the site and shall illustrate the colour, texture and bonding of brickwork and the mortar treatment to be used, and shall be approved in writing by the Local Planning Authority prior to the commencement of building works. The panel(s) shall be retained until a minimum of 2 square metres of wall of the approved development has been completed in accordance with the approved sample.

Reason: So that the Local Planning Authority may be satisfied with the finished appearance of these details prior to the commencement of building works in view of their sensitive location.

5 Large scale details of the items listed below shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development and the works shall be carried out in accordance with the approved details.
To be updated at committee

Reason: So that the Local Planning Authority may be satisfied with these details.

6 No development shall take place until there has been submitted and approved in writing by the Local Planning Authority a detailed hard and soft landscaping scheme which shall include; details of surfacing and pedestrian priority measures between the Cinder Lane footpath and main site entrance, existing and proposed fencing and 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.

7 Should a proposed new rail access into the station area result in the severance of the site access arrangements; on confirmation that the link is required an alternative approach to accessing and servicing the development shall be submitted to and approved by the Local Planning Authority, and subsequently implemented by the applicant. The alternative approach shall provide appropriate vehicular, cycle and pedestrian links to the site.

Reason: To ensure that aspirations to provide a high quality, pedestrian dominated and public realm framed urban quarter immediately behind the rail station as part of the wider regeneration of the York Central site are not compromised.

8 Prior to first use of the development hereby permitted the cycle storage area and showering/changing facilities, as shown on drawings SK 002 and 004, shall be installed in accordance with the approved plans. Cycle stands shall be Sheffield type or similar and shall provide for at least 20 visitor spaces and at least 88 staff spaces. The facilities shall be retained for the lifetime of the development.

Reason: To promote sustainable modes of transport in accordance with policies GP4a and T4 of the City of York Draft Local Plan and the National Planning Policy Framework.

9 Travel plan
Within six months of occupation of the site a travel plan, for employees and visitors, setting out measures to promote sustainable travel and reduce dependency on private car journeys, shall be submitted and approved in writing by the Local Planning Authority. The travel plan shall be developed and implemented in line with

Department of Transport guidelines and be updated annually. The site shall thereafter be occupied in accordance with the aims, measures and outcomes of said Travel Plan.

Reason: To reduce private car travel in accordance with paragraph 36 of the National Planning Policy Framework and policy T13a of the City of York deposit Draft Local Plan.

10 The building shall not be occupied until the areas shown on the approved plans for parking and manoeuvring of vehicles (including cycles) have been constructed (surfaced, sealed and positively drained) and laid out in accordance with the approved plans, and thereafter such areas shall be retained solely for such purposes.

Reason: In the interests of highway safety.

11 Lighting

The external lighting (location and type of light fitting) shall be installed in accordance with Ramboll Drawing 1946/SR/E/PO2 A unless otherwise agreed by the Local Planning Authority.

Lighting to the car park areas and the pedestrian approaches to the building shall not exceed average Lux levels of 25 lux. (as the site is deemed to be classed as environmental zone 2: low district brightness area based on Institute of Lighting Engineers guidance this requirement complies with BS5489)

The times and lux levels of lighting to the service yard areas (to the southwest of the buildings hereby approved) shall be submitted to and approved in writing by the Local Planning Authority, and the development carried out in accordance with the approved details.

Details of the internal lighting strategy for the ROC building shall be submitted to and approved in writing by the Local Planning Authority, and the development carried out in accordance with the approved details. (this is in the interests of visual amenity and the amenity of residents to the southwest of the site given the design of the end elevation and as the building will be occupied on a 24 hour basis).

Reason: In the interests of the amenity of surrounding occupants, and visual amenity.

12 Details of all machinery, plant and equipment to be installed in or located on the use hereby permitted which are audible outside of the site boundary when in use, shall be submitted to the local planning authority for approval. These details shall include the location, maximum sound levels (LAmax(f)), average sound levels

(LAeq), octave band noise levels and any proposed noise mitigation measures. The report shall be undertaken by a specialist noise consultant or suitably qualified person and conducted in accordance with BS4142:1997. The report shall assess the impact of the additional noise sources on nearby residential properties and include any mitigation measures that are required. The approved mitigation measures shall be implemented prior to the commencement of the development hereby permitted.

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: In the interests of amenity.

13 Boreholes for intrusive assessment and piling using penetrative methods shall not be permitted other than with written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: The site is underlain by a Sherwood Sandstone aquifer. This is likely to be protected from contamination by the overlying cohesive deposits. However piling through these cohesive deposits could create pathways for contamination to migrate down to the aquifer and impact on groundwater.

14 An air quality screening assessment shall be undertaken for the proposed gas fired CHP plant and natural gas boilers serving the site, which shall demonstrate the CHP used will have an acceptable impact on air quality. The screening assessment shall be approved in writing by the Local Planning Authority prior to first occupation of the site.

Reason: to ensure no significant, detrimental impact on local air quality.

15 Prior to commencement of the development, a Construction Environmental Management Plan (CEMP) for minimising the creation of noise, vibration, dust and lighting 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. In addition the following shall be adhered to during construction:

a) All piling operations shall be carried out using the method likely to produce the least vibration and disturbance. Full details of the dates, times and duration of operations shall be submitted to and approved in writing by the Local Planning

Authority before any piling operations are begun and piling operations shall take place in accordance with the approved details.

b) All loaded lorries leaving the site shall be securely and effectively sheeted.

c) At all times during the carrying out of operations authorised or required under this permission, best practicable means shall be employed to minimise dust. Such measures may include water bowsers, sprayers whether mobile or fixed, or similar equipment. At such times when due to site conditions the prevention of dust nuisance by these means is considered by the Local Planning Authority in consultations with the site operator to be impracticable, then movements of soils and overburden shall be temporarily curtailed until such times as the site/weather conditions improve such as to permit a resumption.

d) Except in case of emergency, no operations shall take place on site other than between the hours of 08:00-18:00 Monday to Friday and between 09:00-13:00 on Saturdays. There shall be no working on Sundays or Public Holidays. At times when operations are not permitted work shall be limited to maintenance and servicing of plant or other work of an essential or emergency nature. The Local Planning Authority shall be notified at the earliest opportunity of the occurrence of any such emergency and a schedule of essential work shall be provided.

Reason. To protect the amenity of local residents and businesses

16 Prior to the commencement of any works, a detailed method of works statement shall be submitted to and agreed in writing by the Local Planning Authority. This statement shall include the precautions to be taken to ensure the safety of the general public, the method of securing the site, access to the site and the route to be taken by vehicles transporting excavation and construction materials, and the hours during which this will be permitted.

Reason: to ensure that the works are carried out in a safe manner and with minimal disruption to users of the adjacent public highway.

17 Kitchen extraction

Adequate facilities shall be provided for the treatment and extraction of odours, fumes and gases created by cooking such that there is no adverse impact on the amenities of local residents by reason of fumes, odour or noise. Details of the extraction plant or machinery and any filtration system required shall be submitted to the local planning authority for 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 amenities of adjacent residents

18 Development on Land Affected by Contamination

Unless otherwise agreed by the Local Planning Authority, development other than that required to be carried out as part of an approved scheme of remediation must not commence until parts a to c of this condition have been complied with:

a. Site Characterisation

An investigation and risk assessment, in addition to any assessment provided with the planning application,

must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

(i) a survey of the extent, scale and nature of contamination (including ground gases where appropriate);

(ii) an assessment of the potential risks to:

• human health,
• property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
• adjoining land,
• groundwaters and surface waters,
• ecological systems,
• archaeological sites and ancient monuments;

(iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

b. Submission of Remediation Scheme

A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation

criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part IIA of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

c. Implementation of Approved Remediation Scheme

The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

19 Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of the previous condition, and where remediation is necessary a remediation scheme must be prepared, which is subject to the approval in writing of the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with the previous condition.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

20 ARCH1 Archaeological programme required -

21 ARCH2 Watching brief required -

22 ARCH3 Foundation design required -

23 Development shall not begin until details of foul and surface water drainage works have been submitted to and approved in writing by the Local Planning Authority, and carried out in accordance with these approved details.

Details to include:

a) Peak surface water run-off from the proposed development must be restricted to a maximum 15.0 lit/sec.
b) Site specific details of the flow control devise manhole limiting the surface water to the 10.0 lit/sec.
c) Details/design of the permeable paved car parks limiting the surface water discharge to 5.0 lit/sec.
d) Storage volume calculations, using computer modelling must be provided, and must accommodate a 1:30 year storm with no surface flooding, along with no internal flooding of buildings or surface run-off from the site in a 1:100 year storm. Proposed areas within the model must also include an additional 20% allowance for climate change. The modelling must use a range of storm durations, with both summer and winter profiles, to find the worst-case volume required. The full range of modeling should be provided.
e) Site specific details of the storage facility to accommodate the 1:30 year storm and details of how and where the volume above the 1:30 year storm and up to the 1:100 year storm will be stored.
f) Proposed ground and finished floor levels to Ordnance Datum shall be shown on plans. The development should not be raised above the level of the adjacent land, to prevent runoff from the site affecting nearby properties.
g) Details of condition survey to prove suitability of existing sewer running through the site and connection to.
h) Details should be provided of the future management / maintenance of the proposed drainage scheme.

Reason: So that the Local Planning Authority may be satisfied with these details for the proper drainage of the site and that provision has been made to maintain it.

24 Surface water run-off from the car parking areas shall passed through an oil interceptor and foul water from kitchens and/or food preparation areas of any restaurants and/or canteens etc. shall pass through a fat and grease trap of adequate design before any discharge to the public sewer network, to prevent pollution.

Reason: To prevent pollution of the drainage network.

7.0 INFORMATIVES:

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 design, amenity, heritage assets and highway safety. As such the proposal complies with Policies S9, GP1, HE2, and HE10 of the City of York Development Control Local Plan.

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