

COMMITTEE REPORT

Date: 19.12.2018 **Ward:** Guildhall
Team: Major and **Parish:** Guildhall Planning Panel
 Commercial Team

Reference: 18/01935/FULM
Application at: 11 Redeness Street York YO31 7UU
For: Erection of a 4-5 storey student accommodation building consisting of 98no. bed spaces with car parking spaces, access, landscaping and associated works.
By: Maple Grove Developments
Application Type: Major Full Application (13 weeks)
Target Date: 24 December 2018
Recommendation: Approve

1.0 PROPOSAL

APPLICATION SITE

1.1 The application lies within Layerthorpe, in an area which has seen a number of schemes recently for residential development of former industrial and commercial sites. The site currently accommodates a single storey warehouse type building and car parking. There are similar industrial/warehouse buildings along Redeness Street. To the south-east of the site is The Brickworks, a recently completed 4 storey development providing purpose built student accommodation. The land to the immediate north-east is currently subject to an application (17/03027/FULM) for 4/5 storey apartments (permission will be granted when a legal agreement is concluded). The land to the north-west, on the opposite side of Redeness Street, is allocated for housing in the 2018 Publication Draft Local Plan.

1.2 In the 2018 Publication Draft Local Plan the city centre boundary has been extended north-east to include this area of Layerthorpe.

PROPOSALS

1.3 This application is for student accommodation, providing 98 bedrooms, including fully accessible rooms, and ancillary facilities. The proposed building would be parallel to Redeness Street and predominantly 4 storey in height, with a further floor setback and covering part of the building footprint. There would be landscaped space at the rear and the intent is this development would provide an extension to the Brickworks student accommodation next door.

1.4 The existing landowner (who has premises at 10 Redeness Street opposite) would retain 8 car parking spaces within the site; otherwise this would be a car free development.

2.0 POLICY CONTEXT

2.1 Development Plan Allocation:

Contaminated Land GMS Constraints:

2.2 Relevant Local Plan Policies:

2018 Publication Draft Local Plan

DP2	Sustainable Development
DP3	Sustainable Communities
DP4	Approach to Development Management
SS1	Delivering Sustainable Growth for York
EC2	Loss of Employment Land
H2	Density of Residential Development
H3	Balancing the Housing Market
H7	Student Housing
D1	Placemaking
D2	Landscape and Setting
ENV1	Air Quality
ENV3	Land Contamination
ENV5	Sustainable Drainage

2005 Draft Local Plan

SP6	Location Strategy
SP8	Reducing Dependence on the Car
GP1	Design
GP3	Planning Against Crime
GP4a	Sustainability
GP6	Contaminated Land
GP7	Open Space
GP9	Landscaping
GP15a	Development and Flood Risk
H4a	Housing Windfalls
ED10	Student Housing

3.0 CONSULTATIONS

DESIGN, CONSERVATION AND SUSTAINABLE DEVELOPMENT

3.1 Officers recommend development not exceeding 4-storey in this location.

FLOOD RISK MANAGEMENT TEAM

3.2 The drainage layout proposed (in appendix F) is of acceptable design. However, it is disappointing that no consideration has been given to the usage of the amenity open space for accommodating SuDS which could have delivered an environmental and place making enhancement and potentially led to reduced maintenance complexity.

3.3 Officers concur with the comments made by Yorkshire Water that although the applicant has provided good information on future impermeable areas and the calculations of required storage they have not adequately considered the pre-development surface water connectivity and officers would support the request for further information in this respect.

PUBLIC PROTECTION

3.4 Officers have noted some of the maximum noise levels recorded at the north side of the site and have queried whether there will be appropriate noise attenuation.

3.5 Ask for conditions to cover land contamination/site remediation, provision of facilities for electric vehicles and for a construction management plan.

GUILDHALL PLANNING PANEL

3.6 No objection.

POLICE ARCHITECTURAL LIAISON OFFICER

3.7 Comments are as follows -

CCTV and Lighting

- All entrance areas should be lit and preferably entrances and areas which lack natural surveillance would be covered by CCTV.

Access & Movement

- The proposed access control into the site is appropriate and should provide a secure environment for residents and visitors. Movement routes within the site are provided with good levels of natural surveillance from the accommodation, which will deter criminal and anti-social behaviour.

Defensible space & Boundaries

- The development has a clearly defined perimeter with appropriate boundary treatments that provide unambiguous demarcation of public, semi-private and private areas.

Car Park

- The entrance gate to the car park should be operated by an automated system that does not require the driver to alight from their vehicle.

Cycle parking

- Internal cycle parking should be in a lockable enclosure. Any rack installed should enable two separate parts of the cycle to be secured to it.
- External cycle hoops should be under cover to protect cycles from inclement weather and should be illuminated. Failure to place the hoops under cover will discourage their use and may lead to cycles being left in communal hallways, which can result in disputes between residents or fire escape routes being blocked.

YORKSHIRE WATER

3.8 Ask for the following conditions -

- Separate systems of drainage for foul and surface water on and off site.
- No piped discharge of surface water from the development prior to the completion of surface water drainage works.

3.9 Officers advise that evidence is required to show all impermeable areas from the site positively communicate with the public surface water sewer in order to justify the proposed discharge rate. Otherwise a rate of 5 l/sec would be required.

PUBLICITY

3.10 A letter in support has been received by iQ Student Accommodation who operate The Brickworks student accommodation next door. They advise that The Brickworks provides 326 student rooms and these have been fully let since the premises opened. The intent is that the operators manage this development also.

4.0 APPRAISAL

KEY ISSUES

4.1 The key issues are -

- Principle of the proposed use
- Design - visual and residential amenity (include crime)
- Drainage
- Land contamination

PRINCIPLE OF THE PROPOSED USE

POLICY

4.2 Emerging Plan policy EC2 and policy E3b of the 2005 Local Plan both seek to retain current employment sites unless there is adequate justification for an alternative use. EC2 requires that proposals demonstrate the existing premises/site are not viable/attractive to the market and that there would not be the loss of an employment site that is necessary to meet employment needs during the plan period.

4.3 The background text to the policy states that it is of particular importance that Grade 1 offices in the centre, York Central and other locations good access are protected. It also advises employment needs are explained in policy SS1: Delivering Sustainable Growth for York. SS1 states "that over the period 2017 to 2038 around 650 additional jobs could be created in the city per annum. The projection shows particularly strong growth in the professional and technical services, accommodation and food services and wholesale and retail sectors".

4.4 Policy H7: Student Housing advises that proposals for new student housing will be supported where there is proven need; it is in an appropriate location (universities accessible) and where there would be a reasonable impact on visual and residential amenity.

ASSESSMENT

LOSS OF EMPLOYMENT LAND

4.5 The site currently accommodates a single storey warehouse building and car parking. York Motor Factors own this site and operate from premises on the opposite side of Redeness Street. The company are a distributor of automotive parts. The site is essentially surplus to requirements (although the application does retain some car parking spaces for the business onsite).

4.6 The application includes a supporting statement (from Lawrence Hannah property consultants) that explains whilst there is some demand for new grade a office space in the city this site would likely be over-looked for such re-development due to its distance from the railway station. There have been enquiries from operators looking to retain the premises in their current use. However these have not developed, in part due to the lack of parking facilities and condition of the existing building and as there are alternative (and more modern/flexible) facilities both in the immediate area, around Layerthorpe and for example at Clifton Moor.

4.7 It is accepted there are conditions which make the existing facility less attractive to potential occupants compared to available alternatives. Also that in terms of location there are preferable sites in the city for alternative employment uses, such

as offices. It has been reasonably well demonstrated that this site need not be retained in employment use, based on anticipated need for employment land, as explained in local policies EC2 and SS1.

NEED FOR STUDENT ACCOMMODATION AND WHETHER THIS USE WOULD BE COMPATIBLE WITH THE LOCALITY

4.8 The information supporting the application demonstrates there is adequate need / demand for the facility. The scheme would have a positive effect in terms of regenerating the area and the site is reasonably located in terms of its proximity to St John's University.

- The applicant's supporting statement looks at existing and predicted student numbers alongside the amount of purpose built student accommodation (both operational and with planning permission). This data shows that during the plan period, based on this supply, there would be around 50% of students residing in purpose built student accommodation. That the operator of The Brickworks next door intends to acquire the development and their premises has been fully occupied since completion, which also demonstrates demand for the facility. This data demonstrates a reasonable market / demand for purpose built accommodation.
- The application site is within an area which is experiencing regeneration and immediately by the site the brickworks 4-storey student accommodation block has recently been completed. The site to the immediate north is currently subject to an application for residential development and the site on the opposite side of Redeness Street is allocated as a housing site in the emerging Local Plan. Purpose built student accommodation can make a positive contribution to such regeneration and operate comfortably alongside market housing without causing tension, as is evident in the city in the Walmgate/Hull Road area, which has benefitted from such developments.
- The site is within reasonable distance of St John's University; the campus is some 700 m from the site.

DESIGN - VISUAL AND RESIDENTIAL AMENITY

POLICY

4.9 The NPPF states planning decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

ASSESSMENT

4.10 The proposed scheme and its effect on the setting has been devised and is analysed considering both the existing and envisaged future context (the latter bearing in mind the allocation for residential development at the site on the opposite side of Redeness Street and the current planning application for the neighbouring site on the corner of Redeness Street and Hallfield Road).

4.11 The proposals are for development of a type, layout and scale that will compliment the area and subsequently bring beneficial regeneration.

Layout

4.12 This scheme along with the proposals for the site to the north-east would create a perimeter block type layout. This respects the urban grain and will enhance the quality of the area in that it would provide a strong and active frontage onto the street set within landscaping. The space behind would be used for car parking at the neighbouring site and landscaping at the application site. The vehicle entrance to the neighbouring site would be between the two buildings. Both buildings would primarily have single aspect accommodation with a central corridor.

4.13 This layout would provide an active and attractive frontage, adequate outlook for future occupants of the proposed building and occupants of existing and proposed neighbouring dwellings and adequate day-lighting to internal areas and outside amenity spaces. It also avoids overlooking.

Massing

4.14 The proposed development is predominantly 4 storey with a 5th floor of recessive scale; setback from the main facade. This massing follows the same approach as the scheme to develop the site on the corner of Hallfield Road and Redeness Street that was assessed at main planning committee in August this year.

Section drawings provided demonstrate that the massing and height of these buildings would be acceptable, comparable with the housing development on the corner of Hallfield Road and Layerthorpe and recent development along the link road; Eboracum Way.

4.15 Other existing buildings, along Redeness Street and in this section of Layerthorpe, are warehouse like in appearance; typically around 2-storey in height. However the site opposite is an allocated housing site in the Local Plan (H55 land at Layerthorpe). Given the context (development along the link road and considering the width of Layerthorpe and its status as a main route into the centre) and the site allocation, with an estimated yield of 100 dwellings per hectare, a development of around 4 storey would be expected here also. The proposed building would be of appropriate massing in this setting.

Detailing

4.16 It is intended that this development has the same operator as the student accommodation at the recently completed brickworks development. As such the buildings would be of a similar vernacular.

4.17 The main body of the building would be faced in red brick; characteristic of the area. This would be punctuated by a bronze coloured anodized aluminium clad section - this would break up the massing, identify the main entrance and run through the building at the corner and incorporate the recessed top floor.

4.18 The building would be setback from the street, set behind/within landscaping. The boundary treatment would be metal painted fencing, sub-divided by brick piers. Again this approach would be in keeping with other recent residential development in the area; it would respect prevailing building lines and would continue to develop an attractive street scene.

Health and well-being / crime prevention

4.19 The scheme follows best practice in that walking and cycling are promoted. Wider connectivity has been considered in that there is a site access to the east via the neighbouring brickworks site. There is amenity space on site.

4.20 The design incorporates suitable crime prevention / secure by design measures; the site will be secure, with restricted access.

Amenity space

4.21 Approx 500 sq m amenity space is proposed on site. This will make a significant contribution towards providing the necessary amenity space (882 sq m) that would be required based on supplementary planning guidance.

4.22 The application at the neighbouring site (17/03027/FULM) was accepted without on site amenity space or an off site contribution, due to pooling restrictions. Given the amount of amenity space proposed on site and considering the CIL regulations and associated pooling restrictions no off site contribution is sought for this site.

Impact on sites on the opposite side of Redeness Street

4.23 Section drawings and analysis have been provided which illustrate that if a similar scaled scheme were proposed at the site opposite - which is allocated for housing this would lead to an adequate environment considering openness in the street, outlook for future residents and day-lighting.

Whether internal noise levels for future occupants would be acceptable

4.24 A noise report has been undertaken which determines traffic is the main source of noise, and noise levels are lower during the night-time period. A condition can ensure that suitable noise levels can be achieved; the same approach as at the residential site to the north (application 17/03027/FULM). Officers are content adequate noise levels can be achieved because -

- The site between the application site and the main noise source - Hallfield Road is to be redeveloped which would provide an acoustic barrier between the application site and the road.
- Windows on the application site would be orientated to face west and south, i.e. away from the main noise source to the north.
- Any internal plant rooms and requirements for appropriate sound insulation between floors is covered in Building Regulations.

Provision of car and cycle parking / impact on the highway network

4.25 The NPPF states that if setting local parking standards for residential and non-residential development, policies should take into account:

- the accessibility of the development;
- the type, mix and use of development;
- availability of and opportunities for public transport;
- local car ownership levels; and
- the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

4.26 It also states that proposals should promote sustainable transport, provide safe and suitable access for all users; and cost effectively mitigate any significant impacts from the development on the transport network (in terms of capacity and congestion).

4.27 The site is in a sustainable location; it is within walking distance of the city centre and the University of York St John. The expected operators run the student accommodation opposite. The (post occupation) travel plan for that scheme shows over 90% trips are by foot. Due to the type of accommodation proposed and sustainable location of the site an essentially car free development is appropriate and the development can be accommodated without adverse impact on the highway network.

Cycle parking

4.28 The scheme is intended to be an extension of the neighbouring Brickworks development approved under application 13/03522/FULM. The Brickworks has 326 student rooms and 50% parking provision.

4.29 The cycle storage has been under used since the development opened in September 2016. Data has been supplied that confirms this is because the majority of trips made by students (over 90%) are by foot. Some 2% are by cycle, 1% by car. Travel plans undertaken suggest cycle use may increase if cycle routes were improved (considering their quality and safety).

4.30 At this site there would be two internal stores, within the main building that could accommodate 42 spaces (using a two-tier storage system). There is further space to the side of the building where outside spaces are currently shown on plan. This could be extended (and covered) subject to demand. The cycle parking provision, being within the main building, will be of appropriate quality and of adequate amount.

Car parking

4.31 The only car parking proposed is a requirement of the current site operator who would retain commercial premises in Redeness Street. This is an operational requirement and does not raise any issues.

Operational requirements

4.32 Bin storage and plant/services rooms have been positioned so they can be accessed directly from the street. Redeness Street is not a through route for traffic and servicing directly from the road does not cause any concerns regarding the operation of the highway.

DRAINAGE

4.33 Local Plan policy ENV5 on sustainable drainage states that surface water flows from Brownfield sites should, where practicable, be restricted to 70% of the existing runoff rate. The York 2013 Strategic Flood Risk Assessment explains that existing run off rates for Brownfield sites are regarded to be 140 l/s/ha.

ASSESSMENT

4.34 An outline drainage strategy has been provided which shows surface water run-off restricted, with a storage tank below the car parking area. In accordance with local policy it will be a requirement that existing rates of surface water run-off are reduced. Comment from Yorkshire Water about the allowable run off rates (based on evidencing the previous connection(s) and run-off into the network) is noted; this would require further investigation. Details of the site specific scheme can be approved through planning condition. The applicants have advised that they would be able to achieve the rate suggested by Yorkshire Water (a more onerous requirement than the strategy proposed) if this were required following further investigation.

4.35 The site is not in an area which is designated as being at risk of flooding.

SITE REMEDIATION

4.36 To comply with the NPPF and make the site suitable for its future use conditions are proposed to develop a scheme of remediation to make the site suitable for its future use. A site investigation has been carried out which recommends further investigation (including trial pits, boreholes and chemical analysis) to inform a suitable remediation strategy for the site. This would be secured through condition followed by a verification report to demonstrate the approved site conditions have been achieved.

5.0 CONCLUSION

5.1 There is adequate justification to allow the loss of employment land in this case. The proposed development will add to recent and anticipated future regeneration of the Layerthorpe area, be of appropriate design and would make a positive contribution towards meeting demonstrable student housing need. The use of conditions can ensure adequate levels of residential amenity and no increase in flood risk. Overall the scheme accords with the principles of sustainable development (economic, social and environmental) and does not unduly conflict with any local policies. Approval is recommended.

6.0 RECOMMENDATION: Approve

1 TIME2 Development start within three years

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

Application Reference Number: 18/01935/FULM

Item No: 4b

Drawings 2015-037 -
Site Plan 102A
Floor plans / roof plan - 200D, 201A, 202E, 203D
Elevations - 210D, 211D
Site levels - 802H
Landscape layout - 901D

Reason: For the avoidance of doubt and to ensure that the development is carried out only as approved by the Local Planning Authority.

3 CEMP

Prior to commencement of the development, a Construction Environmental Management Plan (CEMP) 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.

For noise details are required on the types of machinery to be used, including consideration of use of quieter/silenced machinery, use of acoustic barriers, prefabrication off site etc. Where particularly noisy activities are expected to take place then details should be provided on mitigation i.e. by limiting especially noisy events to no more than 2 hours in duration. Details of any monitoring may also be required, in certain situation, including the location of positions, recording of results and identification of mitigation measures required.

For vibration details are required on any activities which may results in excessive vibration, e.g. piling, and details of monitoring to be carried out. Locations of monitoring positions should also be provided along with details of standards used for determining the acceptability of any vibration undertaken. In the event that excess vibration occurs then details should be provided on how the developer will deal with this, i.e. substitution of driven pile foundations with auger pile foundations. Ideally all monitoring results should be recorded and include what was found and mitigation measures employed (if any).

With respect to dust mitigation, measures shall include, but would not be restricted to, means of keeping the highway clean, such as on site wheel washing, restrictions on use of unmade roads, agreement on the routes to be used by construction traffic, restriction of stockpile size (also covering or spraying them to reduce possible dust), targeting sweeping of roads, minimisation of evaporative emissions and prompt clean up of liquid spills, prohibition of intentional on-site fires and avoidance of accidental ones, control of construction equipment emissions and proactive monitoring of dust.

Further information on suitable measures can be found in the dust guidance note produced by the Institute of Air Quality Management, see <http://iaqm.co.uk/guidance/>. The CEMP must include a site specific risk assessment of dust impacts in line with the IAQM guidance note and include mitigation commensurate with the scale of the risks identified.

For lighting details should be provided on artificial lighting to be provided on site, along with details of measures which will be used to minimise impact, such as restrictions in hours of operation, location and angling of lighting.

The CEMP shall provide a complaints procedure, so that in the event of any complaint from a member of the public about noise, dust, vibration or lighting the site manager has a clear understanding of how to respond to complaints received. The procedure should detail how a contact number will be advertised to the public, what will happen once a complaint had been received (i.e. investigation), any monitoring to be carried out, how they intend to update the complainant, and what will happen in the event that the complaint is not resolved. Written records of any complaints received and actions taken should be kept and details forwarded to the Local Authority every month during construction works by email to the following addresses public.protection@york.gov.uk and planning.enforcement@york.gov.uk

Reason: The condition is required prior to commencement, considering NPPF paragraph 55, to manage and mitigate the impact of the construction phase of development.

4 Prior to commencement of construction, 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) shall be submitted to and approved in writing of the Local Planning Authority. The scheme shall include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme shall ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

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.

5 Implementation of remediation scheme

Prior to first occupation or use of the development hereby permitted, the approved remediation scheme shall be carried out in accordance with its terms and 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.

6 Drainage

Notwithstanding the details submitted with the application, prior to the commencement of construction details of foul and surface water drainage works shall be submitted to and approved in writing by the Local Planning Authority, and carried out in accordance with these approved details.

Reason: So that the Local Planning Authority may be satisfied with these details for the proper and sustainable drainage of the site, in accordance with the NPPF, in particular paragraph 163.

INFORMATIVE: It is noted that in accordance with advice from Yorkshire Water evidence is required to show all impermeable areas from the site positively communicate with the public surface water sewer in order to justify the proposed discharge rate in the submitted Drainage and Flood Risk Statement. Otherwise a rate of 5 l/sec would be required.

7 Drainage

The site shall be developed with separate systems of drainage for foul and surface water on and off site.

Reason: In the interest of satisfactory and sustainable drainage, in accordance with the NPPF in particular paragraph 163.

8 Materials

A sample panel of the brickwork to be used on this building 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. This panel 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.

Other external materials shall be as annotated on the approved plans

Reason: In the interests of good design and in accordance with NPPF paragraph 127.

9 Large scale details

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 construction and the works shall be carried out in accordance with the approved details.

- Windows and their surrounds (typical detail to show windows set within reveals)
- Edge protection / guard rail to roof areas shown in context and to include colour finish (guarding shall be setback from the building edge and colour coated to blend in with the metal cladding)
- Lift over-run and smoke-vent over-run

Reason: In the interests of good design and in accordance with NPPF paragraph 127.

10 Noise

Prior to construction of the building envelope a detailed scheme of noise insulation measures for protecting the approved residential areas from externally generated noise shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details prior to first occupation.

INFORMATIVE: The building envelope of all residential accommodation shall be constructed so as to achieve internal noise levels in habitable rooms of no greater than 35 dB LAeq (16 hour) during the day (07:00-23:00 hrs) and 30 dB LAeq (8 hour) and LAFMax level during the night (23:00-07:00 hours) should not exceed 45dB(A) on more than 10 occasions in any night time period in bedrooms and should not regularly exceed 55dB(A). These noise levels shall be observed with all windows open in the habitable rooms or if necessary windows closed and other means of ventilation provided.

Reason: To ensure a satisfactory standard of residential amenity for future occupants. Such works are required prior to construction work as any such insulation will be integral to the structure of the building.

11 Security Measures

Prior to occupation the following security measures shall be employed at the site

- Lighting to main entrance
- External cycle hoops to be covered

Reason: In accordance with sections 8, 9 and 12 of the NPPF; to promote sustainable travel and to ensure that developments create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

12 Landscaping

The approved landscaping scheme (as shown on drawing 2015-037/901D) 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 in the interests of the character and appearance of the area.

13 Cycle Parking

The cycle parking facilities as shown on the approved plans shall be provided prior to first use of the development hereby approved and retained for its intended use at all times.

Reason: To ensure adequate space for, and to encourage, cycle use, in accordance with the National Planning Policy Framework.

14 Student accommodation only

The development hereby approved shall be occupied only for the purposes of student accommodation by either students engaged at all times in full-time or part-time further or higher education courses within the City of York administrative boundary or by delegates at all times attending courses or conferences within the City.

Reason: In order to control the future occupancy of the development in the event of it any part of it being sold or rented on the open market without securing adequate levels of affordable housing, in accordance with Policy H2a of the City of York Draft Local Plan.

7.0 INFORMATIVES:

Notes to Applicant

1. STATEMENT OF THE COUNCIL'S POSITIVE AND PROACTIVE APPROACH

Application Reference Number: 18/01935/FULM

Item No: 4b

In considering the application, the Local Planning Authority has implemented the requirements set out within the National Planning Policy Framework (paragraphs 186 and 187) in seeking solutions to problems identified during the processing of the application. The Local Planning Authority took the following steps in order to achieve a positive outcome: sought revised plans and the use of planning conditions in order to make the scheme policy compliant.

Contact details:

Author: Jonathan Kenyon Development Management Officer

Tel No: 01904 551323