



Notice of meeting of

Planning Committee

To: Councillors R Watson (Chair), Ayre, Boyce, D'Agorne, Firth, Funnell, Galvin, Horton, Hyman, Merrett (Vice-Chair), Moore, Morley, Reid, Simpson-Laing, B Watson and Wiseman

Date: Thursday, 24 March 2011

Time: 4.30 pm

Venue: The Guildhall, York

Please note that no site visits have been scheduled for this meeting.

AGENDA

1. Declarations of Interest

At this point, members are asked to declare any personal or prejudicial interests they may have in the business on this agenda.

2. Minutes (Pages 3 - 14)

To approve and sign the minutes of the last meeting of the Planning Committee held on 17 February 2011.

3. Public Participation

It is at this point in the meeting that members of the public who have registered their wish to speak can do so. The deadline for registering is by **5.00pm on Wednesday 23 March 2011**. Members of the public can speak on specific planning applications or on other agenda items or matters within the remit of the committee.

To register please contact the Democracy Officer for the meeting, on the details at the foot of this agenda.

4. Plans List

This item invites Members to determine the following planning applications:

a) 6 - 18, Hull Road, York (11/00050/OUTM) (Pages 15 - 30)

Demolition of existing dairy distribution facility and development of student accommodation comprising 123 unit clusters (329 bed spaces) in 5 no. blocks plus ancillary office and warden studio with associated access and parking [*Fishergate Ward*].

b) Beetle Bank Farm, Moor Lane, Murton, York YO19 5XD (11/00002/FULM) (Pages 31 - 44)

Change of use of land to visitor attraction comprising open farm and wildlife sanctuary with associated barn, two storey amenity building and car park [*Osballdwick Ward*].

c) Hungate Development Site, Hungate, York (10/02527/OUTM) (Pages 45 - 64)

Variation of Condition 3 of planning approval 08/00737/FUL for mixed use redevelopment to amend the approved plans and documents to allow revisions to the phase 2 building and to the siting of the focal building and variations of Condition 6 to allow an increase in height of the phase 2 building [*Guildhall Ward*].

d) Hungate Development Site, Hungate, York (10/02534/REMM) (Pages 65 - 82)

Variation of Conditions 1, 6 and 8 of planning approval 07/01901/REMM for the erection of part 5, part 6 storey residential building with ground floor commercial units to allow revisions to the elevations, an increase in height, an increase in the number of residential units from 154 to 175 and reduction in the amount of commercial floorspace [*Guildhall Ward*].

5. Three Conservation Area Appraisals for Strensall, Strensall Railway Buildings and Towthorpe Village Conservation Areas: Results of Consultation and Final Drafts for Approval. (Pages 83 - 178)

This report presents the results of a public consultation exercise on the three separate draft Conservation Area Character Appraisals

for the neighbouring conservation areas of Strensall, Strensall Railway Buildings and Towthorpe Village. The report recommends that, following minor revisions to the appraisals, they are approved as supporting documents to existing City of York Council conservation policies.

6. Any other business, which the Chair considers urgent under the Local Government Act 1972.

Democracy Officer:

Name: Jill Pickering

Contact Details:

- Telephone – (01904) 552061
- E-mail – jill.pickering@york.gov.uk

For more information about any of the following please contact the Democracy Officer responsible for servicing this meeting:

- Registering to speak
- Business of the meeting
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Contact details are set out above.

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Scrutiny Committees

The purpose of all scrutiny and ad-hoc scrutiny committees appointed by the Council is to:

- Monitor the performance and effectiveness of services;
- Review existing policies and assist in the development of new ones, as necessary; and
- Monitor best value continuous service improvement plans

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City of York Council

Committee Minutes

MEETING	PLANNING COMMITTEE
DATE	17 FEBRUARY 2011
PRESENT	COUNCILLORS R WATSON (CHAIR), BOYCE, D'AGORNE, FIRTH, FUNNELL, HORTON, HYMAN, MERRETT (VICE-CHAIR), MOORE, MORLEY, REID, SIMPSON-LAING, B WATSON, ORRELL (SUB FOR CLLR AYRE), GILLIES (SUB FOR CLLR WISEMAN) AND HUDSON (SUB FOR CLLR GALVIN)
APOLOGIES	COUNCILLORS AYRE, GALVIN AND WISEMAN

34. INSPECTION OF SITES

Site	Reason for Visit	Members Attended
Proposed University Campus Lying Between Field Lane and Low Lane, A64 Trunk Road and Hull Road, York (10/02641/FULM, 10/02696/REMM and 10/02734/REMM)	To enable Members to view the site, proposed access and landscaping in relation to the existing campus buildings.	Cllrs R Watson, D'Agorne, Horton, Merrett, Moore, Morley, Reid and B Watson
York City Art Gallery, Exhibition Square, York (10/794/FUL, 10/02795/CAC and 10/02818/LBC)	In view of objections received and to enable Members to view the site and access in relation to adjacent buildings in the Central Core Conservation Area and Area of Archeological Importance.	Cllrs R Watson, D'Agorne, Firth, Gillies, Horton, Merrett, Moore, Morley, Reid and B Watson

35. DECLARATIONS OF INTEREST

Members were invited to declare, at this point in the meeting, any personal or prejudicial interests they might have in the business on the agenda.

Councillor Morley declared a personal non prejudicial interest in relation to Plans items 4d, 4e and 4f (Proposed University Campus Lying Between Field Lane and Low Lane, A64 Trunk Road and Hull Road, York 10/02641/FULM, 10/02696/REMM and 10/02734/REMM) and Agenda item 5 (The University of York Travel Plan – 2010-15) as a member of the Heslington East Community Forum.

Councillor Merrett declared a personal non prejudicial interest in relation to Plans item 4d (Proposed University Campus Lying Between Field Lane and Low Lane, A64 Trunk Road and Hull Road, York 10/02641/FULM) as

his daughter was a member of the York City Baths Club and a regular user of local swimming pools.

36. MINUTES

RESOLVED: That the minutes of the last meeting of the Committee held on 20 January 2011 be approved and signed by the Chair as a correct record.

37. PUBLIC PARTICIPATION

It was reported that there had been no registrations to speak at the meeting under the Council's Public Participation Scheme.

38. PLANS LIST

Members considered the report of the Assistant Director (Planning and Sustainable Development) relating to the following planning applications, outlining the proposals and relevant planning considerations and setting out the views of the consultees and officers.

38a York City Art Gallery, Exhibition Square, York YO1 2EW (10/02794/FUL)

Members were advised that the full application, for the temporary siting of a 53m high Observation Wheel and permanent landscaping works following demolition of the hutments to the rear of the York City Art Gallery, Exhibition Square, had been withdrawn by the applicant, Mr Michael Woodward, prior to the meeting.

38b York City Art Gallery, Exhibition Square York YO1 2EW (10/02795/CAC)

Members were advised that the Conservation Area Consent, for the demolition of the existing hutments to the rear of the York City Art Gallery, Exhibition Square, in association with the temporary siting of the Observation Wheel and permanent landscaping works, had been withdrawn by the applicant, Mr Michael Woodward, prior to the meeting.

38c York City Art Gallery, Exhibition Square, York YO1 2EW (10/02818/LBC)

Members were advised that the Listed Building Consent, for the demolition of single storey additions to the side of the York City Art Gallery, Exhibition Square, together with alterations to the boundary walls and railings, had been withdrawn by the applicant, Mr Michael Woodward, prior to the meeting.

38d Proposed University Campus Lying Between Field Lane and Low Lane, A64 Trunk Road and Hull Road, York (10/02641/FULM)

Members considered a major full planning application, submitted by the University of York, for the construction of a swimming pool building with

health and fitness facilities plus outdoor sports pitches and car park with associated lighting and fencing.

Officers updated members in relation to the following issues and plans of the Heslington East Masterplan for the Sports Cluster detailing the 'Landscaped Rooms', swimming pool site plan and photomontages were circulated:

- One of the circulated plans showed the draft masterplan of the campus and a draft layout for the sports village. The full size football pitch had been shown rotated 90° from that shown on the application drawings. It was confirmed that this ensured better screening along the eastern boundary, facing the A64, and provided a better setting for the right of way with the retention of the existing hedge. It was reported that the applicant had now agreed to the reorientation of the football pitch and associated landscaping which would be made a condition of any approval.
- As part of the application for the northern service road (the next application to be considered at the meeting) a signal-controlled pedestrian/cycle route would be provided under s278, across Hull Road (Draft Condition 3). However, the link was required to serve the sports village and Officers felt that the condition should more appropriately be attached to the consent for the swimming pool.
- It was pointed out that some of the draft conditions required details to be submitted prior to commencement of development or within three months of the date of approval. The applicant had therefore asked that these time periods be generally extended due to the time lost in the tender and pre-construction stages. It was therefore recommended that the period for compliance be amended to within three months of commencement of development.
- Paragraph 4.26 of the report referred to the loss of an oak tree that officers wished to retain. The applicants had examined the trees possible retention but owing to the reprofiling of that part of the site to create the playing pitches this had not been possible. Officers therefore recommended the modification of draft Condition 9 to refer to tree screening and the inclusion of semi mature specimens, as appropriate.
- The outdoor pitches included flood lighting and in order to ensure that the level of lighting did not result in any loss of amenity it was recommended that details of maximum levels should be included with the revision of Condition 21 and an additional condition.
- It was pointed out that as the development was not pursuant to the outline consent for the campus that it was not bound by the travel plan. Officers therefore proposed an additional condition requiring the development to adhere to the terms of the agreed travel plan.

Officers also circulated a list of draft revised conditions, which covered the following points (a copy of the complete list, with changes highlighted in italics, has been attached as an annex to the online agenda):

- Updated plans list.
- Requirement for sample masonry panel.
- Approval and samples of all exterior materials required.
- Drainage details to be agreed.

- Details of measures to improve pedestrian movement required.
- Submission of pre-design and post construction BREEAM assessments.
- Submission of details to demonstrate how the applicant will provide from renewable sources 10% of the buildings total energy demand, on land within the control of the applicant.
- Landscaping and screening proposals.
- Details required of refuse/recycling facilities, external seating, feature graphics and entrance canopy.
- Details of car parking barriers, showers, changing facilities and lockers and any changes to the public right of way crossing the site.
- Details of proposed transport links to the sports village.
- Surfacing of vehicular areas.
- Layout of car and cycle parking.
- Condition to ensure no mud on the highway during construction.
- Adherence to the Construction Environmental Management Plan.
- Noise generation and monitoring to protect site occupants.
- Site contamination.
- Sound levels for plant and equipment on site.
- Times of use for the outdoor sports pitches
- Control of light emissions from floodlighting to the outdoor sports pitches.
- Amenity lighting details.
- Agreement of arrangements for public access to the swimming pool and other sports facilities.
- Adherence to the approved Travel Plan.
- Orientation of the full size sports pitches required.
- Transport links to be constructed and in operation prior to opening of the Sports Village.

Representations in support were received from the applicant's agent who explained in more detail the proposals for the sports village and work undertaken to date. He pointed out that the swimming pool was a joint venture with 90% of the opening hours being set aside for public use. A draft agreement for use of the outdoor pitches had also been prepared with work commencing in May 2011. Confirmation was also given of the proposed orientation of the football pitch to allow for better landscaping of the site.

Members requested clarification and questioned a number of aspects of the development including:

- Covered cycle parking – confirmation that the details would include covered cycle parking.
- Lighting meeting IE regulations queried details in a semi rural location. Confirmation that IE guidance related to differing environments one of which covered a semi rural location.
- Site levels in respect of the reorientation of the football pitch.
- Number of disabled changing rooms/toilets and siting.
- Siting of disabled car parking spaces in relation to pool entrance.
- Wording of Condition 23 in respect of public access.
- Number and type of lockers.

- Seating numbers on poolside/spectator areas for swimming galas/competitions. Confirmed that numbers had been agreed through Sports England and the Pool Steering Group.

Following further lengthy discussion it was

RESOLVED: That the application be approved subject to Officers undertaking further discussions with the applicants in relation to the relocation of the disabled parking and to the imposition of the conditions listed in the report and the following amended and additional conditions:

Amended Condition 1: The development hereby permitted shall be carried out only in accordance with the following plans: A(00)EXP001 rev 5, A(00)GAP100 rev 20, A(00)GAP009 rev 12, A(00)GAE001 rev 5, A(00)GAS004 rev 09, 0702-60-SKT-01 rev 1, L(00)GAP003 rev 07, L(00)GAP004 rev 7, L(00)GAP005 rev 6 and L(00)GAP006 rev 3.

Amended Condition 2: A sample panel of the masonry to be used on this building shall be erected on the site and shall illustrate the colour, texture, bonding and mortar treatment to be used, and shall be approved in writing by the Local Planning Authority within three months of commencement of development. 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.

Amended Condition 5: Within three months of commencement of development details of measures to improve pedestrian movement between the public plaza shown on the approved plans and the land to the south/south-east of the application site shall be submitted to, and approved in writing by, the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Amended Condition 6: Unless otherwise agreed in writing with the Local Planning Authority, within three months of commencement of development the developer shall submit in writing and be approved by the local planning authority a formal pre-design BREEAM assessment for the design and procurement stages of the development. The developer shall submit a further BREEAM assessment after construction, at a time to be agreed in writing by the Local Planning Authority. The developer shall submit a completion assessment when issued by the BRE. All assessments shall confirm the minimum 'Very Good' rating anticipated in the preliminary BREEAM assessment submitted with the application

Amended Condition 7: Within three months of commencement of development details shall be submitted to and approved in writing by the local planning authority, to demonstrate how the applicant will provide, from renewable sources, 10% of the building's total energy demand on land within the control of the applicant. The development shall not be occupied until these works have been carried out in accordance with the submitted details unless otherwise agreed in writing by the Local Planning Authority (as part of an energy strategy for

the Heslington East campus). Not later than 12 months after the building has first been brought into use, the applicant shall submit an Energy Statement to the Local Planning Authority, which details the percentage of the buildings energy consumption that has been derived from renewable sources. Thereafter the Energy Statement shall be submitted on an annual basis unless otherwise agreed in writing with the Local Planning Authority.

Additional Condition 9: Within three months of commencement of development detailed landscaping/screening proposals (which shall include 4 no. semi-mature oak trees) shall be submitted to the local planning authority and approved in writing. The scheme, which shall show the number, species, height and position of trees and shrubs 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.

Amended Condition 10: Within three months of commencement of development details of the following measures shall be submitted to and approved in writing by the Local Planning Authority. The works shall be carried out in accordance with the submitted details:

- (1) Refuse/recycling facilities including screening
- (2) External seating
- (3) Feature graphics
- (4) Entrance canopy

Amended Condition 11: Within three months of commencement of development details of the following measures shall be submitted to and approved in writing by the Local Planning Authority. The works shall be carried out in accordance with the submitted details:

- (i) measures to ensure the proper management of the approved car parking facilities including their barrier control mechanisms.
- (ii) showers, changing facilities and lockers for staff arriving to work by cycle.
- (iii) arrangements for securing and protecting cycles belonging to both staff and visitors.
- (iv) any changes to the public right of way crossing the site, including changes to its profile, construction and surfacing.
- (v) disabled parking.

Amended Condition 12: Prior to first opening of the sports village hereby approved, the following transport links shall be constructed and be in operation in accordance with the plans as approved by the Local Planning Authority:

(i) Motor vehicle, pedestrian and cycle links to the current access road from Hull Road serving the Grimston Bar Park and Ride site.

(ii) Pedestrian linkages to the transport interchange on the Heslington East Campus.

(iii) New signal-controlled, pedestrian and cycle crossing facilities at the intersection of Hull Road and the Grimston Bar Park and Ride access road.

(iv) Pedestrian and cycle linkages from the new signalled crossings on Hull Road to the existing facilities along Hull Road.

Amended Condition 20: The outdoor sports pitches shall not be open for use outside the hours of 08:00 to 22:00 on any day.

Additional Condition: Unless otherwise approved in writing by the local planning authority light emissions from the floodlighting to the outdoor sports pitches shall not: (1) Exceed the lux levels shown on approved drawing 0702-60-SKT-01/01 (b) have an upward light ratio exceeding 2.5% (c) be in operation outside the hours of 08:00 to 22:00 on any day.

Amended Condition 21: The amenity lighting for the external areas not comprising external sports pitches shall comply with the Lighting Strategy for Heslington East campus dated 9 January 2009 unless first agreed in writing with the Local Planning Authority.

Additional Condition: The development hereby approved shall at all times adhere to the terms of the approved travel plan for the campus unless otherwise previously agreed in writing with the Local Planning Authority.

Additional Condition: Notwithstanding the approved plans, within three months of commencement of development details showing the orientation of the full-size sports pitch shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved plans unless otherwise agreed in writing by the Local Planning Authority.

Additional Condition: Prior to the opening of the sports village details of proposals for grass-seeding the area bounded by Langwith College, the northern service road and the alignment of the movement spine shall be submitted to and approved in writing by the Local Planning Authority and implemented in accordance with the submitted details unless otherwise agreed in writing by the Local Planning Authority.

REASON: In the opinion of the Local Planning Authority the proposal, subject to the conditions listed, would not cause undue harm to interests of acknowledged importance, with particular reference to the principle of the use, scale and appearance of the building, renewable energy, landscaping, neighbour

amenity, transport, sustainability, drainage, bio-diversity and provision of leisure facilities. As such the proposal complies with policies ED9, GP1, GP4a, GP5, GP9, GP15A, NE1, NE7 and L1a of the City of York Local Plan Deposit Draft.

38e Proposed University Campus Lying Between Field Lane and Low Lane, A64 Trunk Road and Hull Road, York (10/02696/REMM)

The Committee considered a major reserved matters application, submitted by the University of York, for the construction of the Northern Service Road (East), sections of the Movement Spine (East) and Hull Road Link Road (South) with associated pedestrian and cycle routes.

Officers updated and circulated the following:

- Photomontage showing indicative route of the Hull Road Link Road, viewed from the A64.
- Plan of the Northern Service road showing levels.
- Concerns had been raised regarding screening of the link road and it was therefore proposed to include an additional condition to cover this. It was confirmed that the University had agreed to bring forward their proposals for landscaping/tree planting in this area.
- Removal of proposed Condition 3 relating to the s278 agreement to provide signalised crossing points and associated footways/cycle paths and its inclusion in application reference 10/02641/FULM (the previous application considered).
- Confirmation that discussions had been held between Officers and the University to ensure that the area between Langwith College and the sports village would be seeded as an interim measure, pending receipt of future reserved matter applications for the site.

Representations were received in support from the applicants agent. She referred to the circulated plans and confirmed that this was the next stage of the infrastructure for the site detailing the various elements of the application. She confirmed the necessity for the roads elevation to prevent the need to excavate a previous land fill site. She went onto outline the landscaping proposals for the campus, which would provide a parkland setting.

Members went on to question a number of details including:

- Landscaping issues at the eastern corner of the site questioning details of timescales, implementation and degree of mature planting.
- Cycle/pedestrian route access to sports village.
- Bus frequency. Confirmation that negotiations were still taking place with operators.
- Screening proposals so as to prevent distraction to drivers on A64.
- Details of barrier restrictions to prevent unauthorised access on the movement spine road.
- Design of shared pedestrian/cycle access crossing point to ensure the safety of users. Confirmation that details were yet to come forward however officers confirmed that conditions would be imposed to ensure the safety of all users.
- Details of bus drop off/parking areas and bus shelters.

- Erections and siting of entry barriers on the Northern Service Road.

Following further discussion it was

RESOLVED: That the application be approved subject to the conditions listed in the report and the following amended and additional conditions:

Amended Condition 2: The deletion of the words 'Prior to commencement of any works..' and their replacement with 'Prior to the opening of the northern service road ...'.

Removal of draft Condition 3.

Additional Condition: Within three months of commencement of development details of landscaping/screening to the section of the link road between (a) Grimston Bar Park and Ride site in the north and (b) the car park of the proposed sports village in the south, shown on drg. 30080-P-367/M, shall be submitted to the Local Planning Authority and approved in writing. The scheme, which shall show the number, species, height and position of trees and shrubs shall be implemented within six months of the opening of the northern service road. 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: In the opinion of the Local Planning Authority the proposal, subject to the conditions listed, would not cause undue harm to interests of acknowledged importance, with particular reference to provision of a new campus, sustainability, design, drainage, landscape and transport issues. The application therefore complies with policies GP1, GP4a, GP9, ED9, and GP15a, of the City of York Local Plan Deposit Draft.

38f Proposed University Campus Lying Between Field Lane and Low Lane, A64 Trunk Road and Hull Road, York (10/02734/REMM)

Members considered a major reserved matters application, submitted by the University of York/Evans Advisory Ltd, for the erection of student residences in 10 no. buildings with amenity/common room building and associated access, cycle parking and landscaping (Langwith College).

Officers updated the Committee in relation to ongoing discussions with the University in relation to the provision of cycle stores with green planted roofs and to receipt of amended plans to this effect.

Representations were then received from the applicant's agent in support of the proposals. She explained that this was the first phase of Cluster 2 of the Heslington East campus. Part of the section 106 obligation had been to provide student housing related to the number of students and to the

monitoring of student housing demand year on year. Details of the accommodation, tree planting, pedestrian dominated areas and materials were all outlined.

Following further discussion it was

RESOLVED: That the application be approved subject to the conditions listed in the report and to the following additional conditions:

Amended Condition 1: The development hereby permitted shall be carried out only in accordance with the approved plans numbered (00)002, (00)004 Rev A, (00)005, (00)001 Rev H, (00)003 Rev B, (20)101 Rev E, (20)102 Rev B, (20)103 Rev B, (20)201 Rev E, (20)202 Rev B, (20)203 Rev B, (20)301 Rev E, (20)302 Rev B, (20)303 Rev B, (20)401 Rev E, (20)402 Rev B, (20)403 Rev B, (20)501 Rev D, (20)502 Rev A, (20)503 Rev A, (20)504 Rev A, (20)505 Rev A, (20)506 Rev A, (20)801 Rev F, (20)701 Rev F, (20)1001 Rev F, (20)901 Rev F, (20)601 Rev C, (20)602 Rev B, (20)1101 Rev B, 24086(00)010, (21)201, (21)202, (21)203, (20)501, (20)502, (21)601, (20)1102 Rev A, 10-373002 Rev D and 10-373-RL003.

Amended Condition 8: The deletion of the words 'No building work shall take place until details have been submitted to..' and their replacement with 'Within three months of commencement of development details shall be submitted to ..'

REASON: In the opinion of the Local Planning Authority the proposal, subject to the conditions listed, would not cause undue harm to interests of acknowledged importance, with particular reference to provision of a campus at Heslington East, provision of student housing, sustainability, visual impact, flood risk, landscaping, and transport issues. The application therefore complies with policies GP1, GP4a, T4, ED9, ED10, GP9 and GP15a of the City of York Local Plan Deposit Draft.

39. THE UNIVERSITY OF YORK TRAVEL PLAN - 2010-15

Members considered a report which formed the cover document to the September 2010 University of York's Travel Plan. The Plan had been prepared to account for changes to the University following the establishment of the new Heslington East campus and superseded the plan previously approved in 2008.

Officers confirmed that the travel plan would need to be refreshed throughout its five year life. This was in order to satisfy planning conditions associated with the expansion of the Heslington East campus and to manage the growth of University generated traffic movements within acceptable levels.

Following a presentation on the Travel Plan to Planning Committee members on 16 December 2010 and questions subsequently raised, the plan had been amended accordingly. Additional comments raised by the Heslington Community Forum were also considered, details of which had been set out in Annex B to the report.

A number of members expressed concerns and raised the following issues:

- Concerns in relation to the travel plan and in particular to the base data which provided information on car parking which had clearly not been prior to occupation of the first phase.
- Displacement parking – the original planning application anticipated early implementation of the peripheral car parking strategy. Need to press for earlier improvements by the University in line with assurances given to residents by the Planning Inspectors decision.
- Science Park required greater traffic penetration which breached the proposals.
- Need to ensure cycle routes both on and off campus were adequate. Connectivity required to the west from Walmgate Stray/Millennium Bridge and a cross campus route to the north with early implementation to provide a safe attractive cycle route.
- Need to encourage cycling with the creation of sustainable cycle routes off site with contributions being sought from the University.
- Future travel plan monitoring. Off site parking by students/employees required monitoring.
- Parking surveys previously undertaken should have requested more information e.g. student or resident. Follow up survey required.
- Reference to on site business units and concern that when all units were occupied there would be insufficient parking for employees and visitors and there was no wish to inhibit the success of these businesses.
- Need to explain University parking policies to residents.
- Concerns that proposed travel plan was inadequate and required further negotiation in relation to the above issues.

RESOLVED: That the Committee note the contents of the University Travel Plan subject to Officers in consultation with the Planning Committee Chair and Vice Chair being delegated authority to agree further amendments to the plan in line with members concerns raised at the meeting.¹

REASON: This will ensure that the evidence given and the measures proposed by the University are suitably robust to achieve the aims outlined at paragraph 2 of the report.

Action Required

1. Undertake discussions with Chair and Vice Chair.

AB, MS

R WATSON, Chair

[The meeting started at 4.30 pm and finished at 6.20 pm].

COMMITTEE REPORT

Date: 24 March 2011 **Ward:** Fishergate
Team: Major and Commercial Team **Parish:** Fishergate Planning Panel

Reference: 11/00050/OUTM
Application at: 6 - 18 Hull Road York
For: Demolition of existing dairy distribution facility and development of student accommodation comprising 123 unit clusters (329 bed spaces) in 5no. blocks plus ancillary office and warden studio with associated access and parking
By: Uniliving Ltd
Application Type: Major Outline Application (13 weeks)
Target Date: 12 April 2011
Recommendation: Approve

1.0 PROPOSAL

1.1 The proposal relates to the erection of student accommodation blocks on the site of the now defunct Hull Road Dairy. This lies on the south side of Hull Road in close proximity to the junction with Melrosegate and Green Dykes Lane. The proposal follows earlier schemes for 332 bed spaces considered by this Committee in June 2010 and refused on the grounds of over development and a further scheme for the construction of 282 bed spaces in 75 unit clusters approved by this Committee in October 2010. The new scheme follows further extensive negotiation and through the adoption of a new design approach incorporates additional bed spaces within the roof area of the main Hull Road elevation.

1.2 The site is mainly bordered by residential development consisting of two storey town houses and flats with mainly flats in Nicholas Gardens. Further substantial residential development lies to the north of Hull Road. The existing dairy buildings are generally 1 to 2 storeys in height. The land levels rise by approximately 3.5 metres from north to south across the site with the Hull Road frontage being lower than the rear. However the land rises at a steady rate of increase across the site and the levels are largely uniform between the site and adjacent houses. The main difference is with the adjacent buildings on Nicholas Gardens, which are approximately 1.5 metres lower than the application site.

1.3 The current scheme envisages the erection of 123 clusters of student bed spaces arranged in five blocks giving 329 bed spaces in total. An on-site warden's flat and studio would be incorporated into the scheme and the range of accommodation would be divided between units suitable for postgraduate accommodation in lower rise units to the rear of the site with under graduate accommodation laid out in blocks facing Hull Road. The blocks as previously would be arranged around a central courtyard incorporating landscaping and the standard parking and servicing activities accessed from Hull Road. Each accommodation block averages 4 1/2 storeys in height with smaller 2 1/2 storey blocks to the rear.

1.4 In terms of previous site history an Outline planning application for residential development was submitted in 2007 but was withdrawn prior to determination. The site is allocated for housing in the Draft Local Plan. Two schemes have previously been submitted in respect of student housing. The initial scheme ref: 10/00583/OUTM sought Outline Planning Permission for erection of 7 blocks comprising 332 bed spaces incorporating a warden's flat. The scheme was refused on the grounds of over-development and the impact of the proposal upon the residential amenity of neighbouring properties. The second scheme ref:10/01743/OUTM sought Outline Planning Permission for the erection of 282 bed spaces in 75 unit clusters in 5 blocks with associated landscaping and access works. Permission was given on 12th October 2010.

2.0 POLICY CONTEXT

2.1 Development Plan Allocation:

Areas of Archaeological Interest GMS Constraints: City Centre Area 0006

City Boundary GMS Constraints: York City Boundary 0001

DC Area Teams GMS Constraints: East Area (1) 0003

2.2 Policies:

CYED10
Student Housing

CYGP1
Design

CYGP4A
Sustainability

CYGP6
Contaminated land

CYH1
Housing Allocations

CYHE10
Archaeology

CYL1C
Provision of New Open Space in Development

CYT4
Cycle parking standards

3.0 CONSULTATIONS

INTERNAL:-

3.1 Environmental Protection Unit raise no objection to the proposal subject to any permission being conditioned appropriately to deal with any land contamination, lighting and noise issues.

3.2 Structures and Drainage Engineering Consultancy raise no objection to the proposal subject to the details of drainage being conditioned for further approval.

3.3 City Development raise no objection to the proposal subject to any permission being conditioned to require retention of the development as student housing.

3.4 Lifelong Learning and Culture raise no objection to the proposal subject to any permission being conditioned to require making of a payment in lieu of on-site open space provision.

3.5 Highway Network Management raise no objection in principle to the proposal but express some concern with regard to the available space for cycle parking within the site. A number of conditions are recommended to deal with the issue.

3.6 Design, Conservation and Sustainable Development raise no objection to the proposal on archaeological grounds providing any permission is conditioned to require the full implementation of the previously agreed mitigation measures. No objections are raised from an ecological, sustainability or landscape perspective. In design terms the scheme is felt to be acceptable on balance providing any permission is conditioned to require prior submission and approval of large scale details of the elevations including typical cross sections of the elevations at 1:20.

EXTERNAL:-

3.7 The Environment Agency raise no objection to the proposal .

3.8 Yorkshire Water Services Limited raise no objection to the proposal subject to any permission being conditioned to require the submission of a full surface water drainage scheme for further approval.

3.9 Six letters of objection have been received in respect of the proposal. The following is a summary of their contents:-

- * Concern that inadequate space has been provided on site for cycle parking and that students will bring cars to park on nearby residential side roads;
- * Concern that the proposal remains out of scale and over dominant when viewed against its surroundings;
- * Concern that the revised proposals represent over development of a physically tight site;
- * Concern that the proposal will lead to significant increases in crime and anti-social behaviour in the locality;
- * Concern that the proposal would result in an adverse impact upon the residential amenity of neighbouring properties by virtue of increased noise, overlooking, loss of light and loss of privacy.

4.0 APPRAISAL

KEY CONSIDERATIONS:-

4.1 KEY CONSIDERATIONS INCLUDE:-

- * principle of the development;
- * affordable housing/occupancy;
- * impact upon the character and appearance of the area;
- * impact upon residential amenity;
- * living conditions of future occupants;
- * parking and highway issues;
- * open space issues;
- * archaeological significance of the site;
- * sustainability.

PLANNING POLICY CONTEXT:-

4.2 Central Government Planning Guidance outlined in PPS1(Delivering Sustainable Development), PPS3 (Housing) and PPS 5 (Planning for the Historic Environment) has been considered in relation to assessing the current proposal.

4.3 Policy ED10(Student Housing) of the York Development Control Local Plan is of particular relevance in considering this application. This requires that planning applications for off-campus residential accommodation on windfall sites should meet a series of criteria. Applicants must demonstrate an identified need for the development and give consideration to accessibility to educational establishments by means other than the car, scale and amenity of nearby residents. Car parking must also be satisfactorily managed.

4.4 Policy H1(Housing Allocations) of the York Development Control Local Plan is of particular relevance in considering this application. This allocates sites for housing developments within the City of York Council area. The site is allocated as housing site under this policy.

4.5 Policy GP1(Design) of the York Development Control Local Plan is of particular relevance in considering this application. This is a general policy where proposals will be expected to respect or enhance the local environment and be of a density, layout, scale , mass and design that is compatible with neighbouring buildings, spaces and the character of the area. They should also avoid the loss of open spaces, respect/enhance existing urban spaces and public views, provide individual or communal amenity space, provide appropriate waste recycling and litter collection arrangements and ensure that residents are not unduly affected by noise, disturbance, overlooking, overshadowing or dominated by overbearing structures.

4.6 Policy GP4a)(Sustainability) of the York Development Control Local Plan is of particular relevance in considering this application. The policy says that all development should have regard to the principles of sustainable development as outlined in the criteria listed in the policy. Reference should also be made to the Council's IPS on Sustainable Design and Construction which requires developments such as this achieve a BREEAM rating of "very good" (the development is classed as a commercial development as opposed to residential)

and 10% of the expected energy demand should come from an on-site renewable source.

4.7 Policy HE10 (Archaeology) of the York Development Control Local Plan is of particular relevance in considering this application. This requires that planning applications for development involving the disturbance of existing ground levels require a field evaluation to assess the extent and importance of any remains found. It must be demonstrated that less than 5% of any archaeological deposits will be disturbed or destroyed.

4.8 Policy GP6 (Contaminated Land) of the York Development Control Local Plan is of particular relevance in considering this application. This requires that applications for development on land, which may have been contaminated by a previous use, should be accompanied by a desk study of the potential for contamination. Should this preliminary assessment indicate a potential for contamination, a more detailed site investigation should be submitted prior to determination, by the applicant

4.9 Policy L1c) (Open Space Provision) of the York Development Control Local Plan is of particular relevance in considering this application. Developments for all housing sites or commercial proposals will require to make provision for the open space needs of future occupiers.

PRINCIPLE OF THE DEVELOPMENT:-

4.10 The development site is allocated for housing in the Draft Local Plan under Policy H1 and the continuing suitability of the site has been assessed through the Strategic Housing Land Availability Assessment with particular reference to location, accessibility and conformity with other strategic policies. Given the nature of the proposal there would be no policy objection with regard to the principle of student development on the site subject to the criteria within Draft Local Plan Policy ED10 being complied with.

4.11 A needs based assessment as required by Policy ED10 has been submitted by the applicant which clearly demonstrates a demand for student housing of the type suggested. The issue of student housing land supply is being examined in detail by City Development and initial findings are reflected in the conclusions drawn by the applicant in the submitted needs assessment here. By providing student accommodation in an actively managed environment and in a central, sustainable location, the proposal would reduce the pressure on private housing in established residential areas (such as Badger Hill), where significant numbers of dwellings have been purchased by landlords and rented to students reducing the supply of both first time buyer and family homes in those areas.

AFFORDABLE HOUSING/OCCUPANCY:-

4.12 The accommodation proposed would be capable of being occupied by non-students as single households subject to the appropriate consent being forthcoming. Such occupation on a site of this size would normally require the provision of affordable housing and as such future control over this will need to be exercised. Student accommodation in York forms an important element of the private rented market and competes directly with those on low incomes. Providing the occupancy is suitably controlled by condition, it is not considered that there is a

requirement for the provision of affordable housing in connection with this particular development.

IMPACT UPON THE CHARACTER AND APPEARANCE OF THE AREA:-

4.13 The application site lies to the east of the City Centre along Hull Road. It lies in a mixed use area with a predominance of residential accommodation either as flats or conventional dwelling houses. Properties to the rear of the site are generally of two or three storeys with more substantial structures along the Hull Road street frontage notably to the north and north west of the application site. The previous application envisaged the erection of 282 bed spaces in 75 unit clusters arranged in five blocks with the highest 3 1/2 storey blocks facing Hull Road and the lower 2 1/2 storey blocks more suitable for post graduate accommodation to the rear.

4.14 The current proposal envisages the erection of two blocks of a conventional three and a half storeys but with further accommodation incorporated within the mansard roof above, framing a formal central entrance courtyard with landscaping. The roof form and the overall design philosophy of the scheme has altered significantly from that previously approved enabling the number of available units to increase substantially from 282 to 329. This has resulted in a more Modern contemporary look but without a materially detrimental increase in height or massing.

4.15 The further revised scheme continues to broadly reflect the varied built form of adjoining properties along Hull Road/Lawrence Street and further detailed amendments have secured improvements in both scale and massing along the Hull Road frontage. In terms of landscaping, the site is densely developed in common with other flatted developments across Hull Road to the north. It is felt that sufficient scope exists within the submitted proposal to secure an appropriate landscape scheme at Determination of Reserved Matters stage.

4.16 Officers are satisfied that the scheme as further amended continues to reflect the height, density and massing characteristics of the wider street scene and that the proposal in terms of Central Government Guidance outlined in PPS1 (Delivering Sustainable Development) is appropriate in its context. It is furthermore felt that the terms of Policies ED10 and GP1 of the Draft Local Plan have now been complied with in relation to the proposal.

IMPACT UPON RESIDENTIAL AMENITY:-

4.17 Clear concerns continue to be expressed by objectors in relation to loss of amenity through noise and disturbance as a result of the development, together with overlooking of private gardens and the overpowering and over-dominant nature of the development close to the site boundaries. Central Government guidance outlined in PPS3 "Housing" actively encourages the creation of mixed communities and the achievement of a mix of housing types and household types in any given area. It states that it is important to create mixed and inclusive communities which offer choice in housing and lifestyle. It does not accept that different types of housing and tenure necessarily make bad neighbours. The current proposal would be actively managed on site with a permanent on-site management presence which would significantly reduce issues of noise and anti-social behaviour.

4.18 In terms of overlooking and over dominance the massing and ridge height of the proposal, where it runs close to the boundary with residential development to the rear, matches that of the previous proposal. The additional units have been achieved by the provision of additional height within the proposed mansard roof of the blocks adjoining the Hull Road Street elevation. Separation distances with neighbouring residential properties to the rear remain well within those normally accepted in these circumstances. The previously approved scheme incorporated a significant degree of reinforcement of the rear site boundaries with what were referred to as "green walls". The current scheme does not include them, however in view of their significant contribution towards mitigating the overall impact of the scheme it is recommended that their inclusion be required as part of the proposed landscaping for the site. The scheme as redesigned is considered not to have a materially greater impact than that previously approved, and is therefore acceptable.

LIVING CONDITIONS OF FUTURE OCCUPANTS:-

4.17 The scheme as resubmitted incorporates dedicated amenity space for each block of accommodation, with the two more substantial blocks at the street frontage intended for use by undergraduates having secluded areas to the rear some 14 metres by 28 metres in area. The smaller blocks intended for occupation by post graduate students to the rear would have dedicated informal amenity space serving each unit. Lack of appropriate separation distances have previously been a cause for concern in respect of proposals at the site. The two blocks on the main Hull Road remain some 12.4 metres apart at the closest point with an average distance of 15.4 metres apart. Each block of postgraduate accommodation is some 12.4 metres apart with a distance of 6 metres between the rear of blocks B and C at the closest point. The site layout and availability of amenity space are now considered acceptable in terms of the living conditions afforded the likely prospective student occupants.

PARKING AND HIGHWAY ISSUES:-

4.18 The site is in a highly sustainable location with good transport links to the City Centre and the nearby University Campus. It is also close to well defined and well used cycle and pedestrian links. Car parking remains restricted to 8 spaces all for disabled use, and is the appropriate amount for student accommodation of this number and type. Earlier concerns in respect of the layout and distribution of spaces have once again been satisfactorily addressed in respect of the current application. The operational management plan submitted with the application details indicates that tenancy agreements will be used as a means to prevent students bringing cars into the area other than to move in and out of the accommodation.

4.19 In terms of cycle parking provision the level from the previously approved scheme would be maintained and which accords with the accepted University standard for student accommodation. Previous concerns in respect of the quality of cycle accommodation have now been resolved and each area of secure spaces has been successfully integrated into the open space for each block together with the bin stores.

OPEN SPACE PROVISION:-

4.20 Policy L1c) of the York Development Control Local Plan sets down a firm policy requirement for the provision of a suitable range of open space or its securing off-site by means of a commuted payment secured through a Section 106 Agreement in relation to new residential and employment related developments. The level of commuted sum is determined according to a formula contained in adopted interim supplementary guidance dating to April 2007. The need for a commuted sum in relation to the provision of informal open space and outdoor sport facilities was agreed in relation to the previously approved scheme by the applicant. In relation to the current scheme a substantial allowance has been calculated to allow for on-site informal open-space provision. Taking this into account a figure covering residual informal open space and provision of outdoor sport facilities is arrived at of £82,531. The applicant has indicated that he is in principle willing to meet the commuted sum providing it can be undertaken on a phased basis with specific end users identified through the vehicle of a unilateral undertaking. This is considered acceptable providing a satisfactory undertaking is received within a reasonable timescale on or before the 11th April. In the event of this not being possible then it is recommended that Officers be given delegated authority to refuse the application on that basis.

ARCHAEOLOGICAL SIGNIFICANCE OF THE SITE:-

4.21 The application site lies within the Area of Archaeological Importance. The applicant has submitted a detailed desk-based assessment with the application and this identifies that the site has the potential to preserve significant archaeological features and deposits. The evaluation highlights the well preserved remains of a 19th Century tannery within the site. The study of such sites elsewhere has been identified as a research priority as important information relating to construction, layout, development over time and technological innovation may be easily gleaned. Whilst the likely remains are significant they are not such as to warrant preservation in situ. The applicant has submitted a detailed evaluation report and has agreed that the associated mitigation strategy may be implemented. The terms of Policy HE10 of the York Development Control Local Plan together with the requirements of Central Government Planning Guidance as outlined in PPS5 "Planning for the Historic Environment" would thus be complied with.

SUSTAINABILITY:-

4.22 The application has been accompanied by a full sustainability statement, the content of which is acceptable. The applicant has furthermore committed to achieving a BREEAM rating of "very good", the use of a demolition protocol to maximise the re-use and recycling of existing materials, adherence to the Considerate Constructors Scheme and the provision of a minimum of 10% of the energy needs of the site from renewable sources. Providing any permission is conditioned to secure a BREEAM rating of "very good" together with the provision of a minimum of 10% of the energy need of the site from renewable sources then it is felt that the terms of Policy GP4a) of the Draft Local Plan together with the requirements of the Adopted Interim Policy Statement on Sustainable Construction will have been complied with.

5.0 CONCLUSION

5.1 The former COOP Dairy Hull Road comprises a substantial former industrial site lying adjacent to one of the principal approaches into the City Centre. The surrounding area is predominantly residential and the site itself is allocated for residential use. A previous approval exists on the site for a 282 bed space scheme. The current scheme is for the construction of 329 bed spaces with additional accommodation within the proposed mansard roof along the Hull Road frontage only. To achieve the additional accommodation the design of the scheme has been amended to give a more modern contemporary appearance which is felt to be acceptable. In common with other similar residential type uses and the previously approved scheme a commuted sum is sought derived from adopted guidance related to Policy L1c) of the Draft Local Plan to cover open space and sports provision arising from the extra accommodation created. Provided satisfactory agreement is reached in respect of payment of this commuted sum then the development is considered to be acceptable. Taken as a whole it is felt that the scheme would not have a materially greater impact than that previously approved and approval is therefore recommended.

6.0 RECOMMENDATION: Approve, subject to the submission of an acceptable Unilateral Undertaking under Section 106 of the 1990 Town and Country Planning Act on behalf of the applicant covering the payment of a commuted sum in respect of off-site open space provision on or before 11th April 2011.

1 OUT1 Approval of Reserved Matters

2 Fully detailed drawings illustrating all of the following details shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of building works, and the development shall be carried out in accordance with such details:

Details to be submitted: landscaping.

Reason: In order that the Local Planning Authority may be satisfied as to the details of the development and to comply with the Town and Country Planning (General Development Procedure) (Amendment) (England) Order 2006.

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

Drawing Refs:- 1043-02-01 ; 1043-50-02; 1043-05-04; 1043-05-03; 1043-05-01 Rev A; 1043-03-02; 1043-03-04; 1043-03-03; 1043-03-0G; 1043-02-02; 1043-03-01; 1043-05-02 Rev A; 1043-04-01 Rev A;

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

4 VISQ8 Samples of exterior materials to be app

5 VISQ4 Boundary details to be supplied

6 DRAIN1 Drainage details to be agreed

7 Notwithstanding the information contained on the approved plans, the height of the approved development shall not exceed 13.7 metres, as measured from existing ground level. Before any works commence on the site, a means of identifying the existing ground level on the site shall be agreed in writing, and any works required on site to mark that ground level accurately during the construction works shall be implemented prior to any disturbance of the existing ground level. Any such physical works or marker shall be retained at all times during the construction period.

Reason: To establish existing ground level and therefore to avoid confusion in measuring the height of the approved development, and to ensure that the approved development does not have an adverse impact on the character of the surrounding area.

8 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:

Typical sections through the principal elevations at scale 1:20.

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

- | | | |
|----|--------|--|
| 9 | HWAY31 | No mud on highway during construction |
| 10 | HWAY40 | Dilapidation survey |
| 11 | HWAY18 | Cycle parking details to be agreed |
| 12 | HWAY22 | Internal turning areas, details reqd |
| 13 | HWAY14 | Access to be approved, details reqd |
| 14 | HWAY10 | Vehicular areas surfaced, details reqd |
| 15 | HWAY19 | Car and cycle parking laid out |
| 16 | HWAY36 | Servicing within site, details reqd |

17 The development shall not be first occupied until all existing vehicular crossings not shown as being retained on the approved plans have been removed by reinstating the verge to match adjacent levels.

Reason: In the interests of good management of the highway and road safety.

18 The development hereby approved shall be let to or hired by and occupied by either students engaged in full time further or higher education within the City of York administrative boundary or who are delegates attending part time courses or conferences within the City, the details of which shall be included within an occupancy management plan to be submitted to and agreed in writing by the Local Planning Authority prior to the occupation of any part of the development.

Reason: In order to ensure that the Local Planning Authority retain control over the future occupancy of the development and to ensure that the proposal accords with the submitted needs assessment dated January 2011.

19 No development shall commence until the applicant has secured the implementation of the document:- Old Dairy Mitigation Proposal, Mike Griffiths and Associates Ltd. February 2011 and submitted a written archaeological methods statement and these have been agreed in writing by the Local Planning Authority.

Reason: This development will have an effect on locally and regionally significant archaeological deposits which are preserved within the site and must be preserved prior to development commencing.

20 The development hereby approved shall be constructed to a BREEAM standard of "very good". A Post Construction assessment by a licensed BREEAM assessor shall be carried out and a copy of the certificate shall be submitted to the Local Planning Authority prior to occupation of the building. Should the development fail to achieve a "very good" BREEAM rating a report shall be submitted for the written approval of the Local Planning Authority demonstrating what remedial measures shall be undertaken to achieve a "very good" rating. The remedial measures shall then be undertaken within a timescale to be approved in writing by the Local Planning Authority.

Reason: In the interests of achieving sustainable development in accordance with the requirements of Policy GP4a) of the York Development Control Local Plan and the Adopted Interim Planning Statement "Sustainable Design and Construction."

21 No building work shall take place until details have been submitted to and approved in writing by the Local Planning Authority to demonstrate how the development will provide, from on-site renewable energy 10% of the development's predicted energy demand. The development shall be carried out in strict accordance with the submitted details unless otherwise agreed in writing by the Local Planning Authority. The approved scheme shall be implemented before first occupation of the development. The site shall thereafter be maintained to at least the required level of generation.

Reason: In the interests of achieving sustainable development in accordance with the requirements of Policy GP4a) of the City of York Development Control Local Plan and the Adopted Interim Planning Statement "Sustainable Design and Construction."

22 Prior to any works commencing on site, a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. The CEMP shall identify the steps and procedures that will be implemented to minimise the creation and impact of noise, vibration and dust resulting from the site preparation, groundwork and construction phases of the development. Once approved the CEMP shall be adhered to at all times, unless agreed in writing with the Local Planning Authority.

Reason: To protect the amenity of occupants of adjacent properties during the development of the premises.

23 The hours of construction , loading or unloading on the site shall be confined to 08:00 to 18:00 Monday to Friday , 09:00 to 13:00 Saturday and no working on Sundays or public holidays.

Reason: To protect the amenities of adjacent residents.

24 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 his 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;

- * ground waters and surface waters;

- * ecological systems;

- * archaeological sites and ancient monuments;

- * an appraisal of remedial options and proposal of the preferred options.

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 historic 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 11 A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

c) Implementation of the 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 the commencement of the remediation 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 development can be carried out safely without risks to workers, neighbours and other off site receptors.

25 The development hereby authorised shall be undertaken and operated in strict accordance with the submitted Operational Management Statement Vs 2 unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard the residential amenity of neighbouring properties.

26 A scheme of mitigation measures necessary to adequately protect the amenity of local residents from light intrusion shall be submitted in writing to the Local Planning Authority for approval prior to development. The approved mitigation measures must be fully installed prior to the use hereby permitted being commenced. The scheme shall include:

- i) A contour map showing illumination spill beyond the site boundary measured in lux in the horizontal plane;
- ii) The main beam angle of each light source;
- iii) The uniformity ratio in respect of the lighting;
- iv) The level of illuminance measured in lux, in the vertical plane at the windows of the nearest residential properties facing the site;
- v) The height of any lighting stanchions.

Reason: To protect the amenity of local residents

27 A scheme of sound insulation must be submitted to and approved in writing by the Local Planning Authority before construction commences. This should demonstrate that external noise can be controlled to the following:-

- * Less than 35 dB(A) 16 hour Leq in study bedrooms during the day time.
- * Less than 30 dB(A) 8 hour Leq in study bedrooms during the night time.
- * Less than 35 dB(A) 16 hour Leq in living rooms during the day time.
- * Less than 35 dB(A) 8 hour Leq in living rooms during the night time (23:00 to 07:00).

Reason: To protect the amenity of the occupiers of the proposed blocks of accommodation.

28 The internal pedestrian routes within the development shall be constructed to have a minimum clear width of two metres, and thereafter be so maintained.

Reason: In the interests of pedestrian safety.

29. Two metre by two metre sight lines, free of all obstructions which exceed the height of the adjacent footway by more than 1.0 metre, shall be provided at the junction of pedestrian footpaths within the site and thereafter be so maintained.

Reason: In the interests of pedestrian safety.

**7.0 INFORMATIVES:
Notes to Applicant**

1. HIGHWAY WORKS:

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

2. 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 principle of development, affordable housing/occupancy, impact upon the character and appearance of the area, impact upon the living conditions of future occupants, parking and highway issues, open space issues, archaeological significance of the site and sustainability. As such the proposal complies with Policies ED10, GP1, GP4a) GP6, H10, L1c) and T4 of the City of York Development Control Local Plan.

3. CONSTRUCTION AND DEMOLITION:-

i) The work shall be carried out in such a manner so as to comply with the general recommendations of British Standards BS 5228:Part 1:1997, a code of practice for "Noise and Vibration Control on Construction and Open Sites" and in particular Section 10 of Part 1 of the Code entitled "Control of Noise and Vibration.

ii) All plant and machinery to be operated, sited and maintained in order to minimise disturbance. All items of machinery powered by internal combustion engines must be properly silenced and/or fitted with effective and well maintained mufflers in accordance with manufacturers instructions.

iii) The best practicable means as defined by Section 72 of the Control of Pollution Act 1974 shall be employed at all times in order to minimise noise emissions.

iv) There shall be no bonfires on the site.

v) Details of when piling works are to be carried out should be notified to local residents, giving the dates, times and duration.

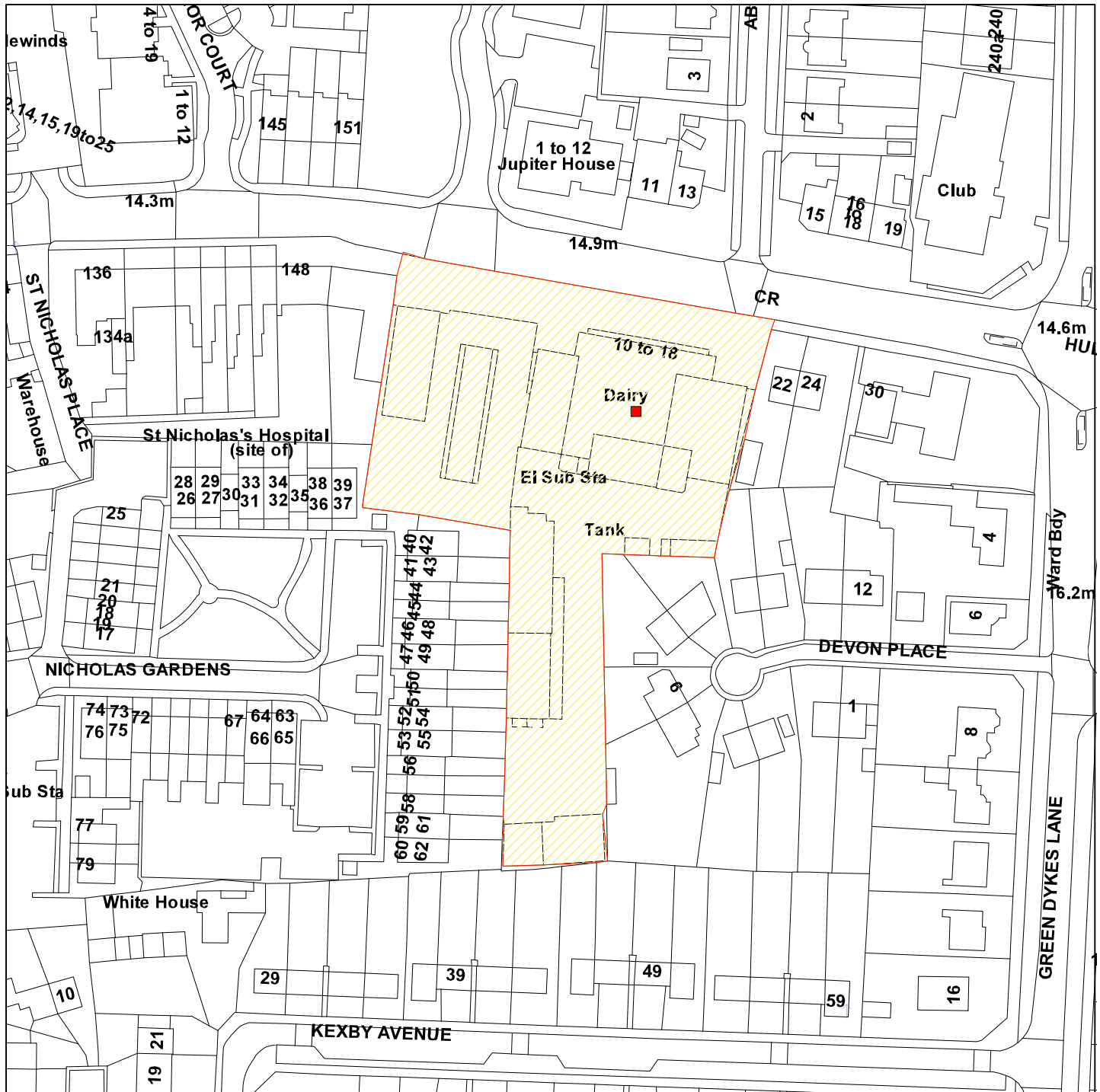
Contact details:

Author: Erik Matthews Development Management Officer

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6 - 18 Hull Road, York

11/00050/OUTM



Scale : 1:1250

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Organisation	City of York Council
Department	Planning & Sustainable Development
Comments	Application site
Date	14 March 2011
SLA Number	Not set

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COMMITTEE REPORT

Date: 26 March 2011 **Ward:** Osbaldwick
Team: Major and Commercial **Parish:** Murton Parish Council
Team

Reference: 11/00002/FULM
Application at: Beetle Bank Farm Moor Lane Murton York YO19 5XD
For: Change of use of land to visitor attraction comprising open farm and wildlife sanctuary with associated barn, two-storey amenity building and car park
By: Ms Angela Serino
Application Type: Major Full Application (13 weeks)
Target Date: 18 April 2011
Recommendation: Refuse

1.0 PROPOSAL

1.1 The application site is situated off Moor Lane to the north of Murton village in York Green Belt. It lies to the east of Red House on the opposite side of Moor Lane and to the west of Highfield House. The application site area is 7.9 hectares.

1.2 It is proposed to change the use of land to a visitor attraction comprising an open farm and wildlife sanctuary with associated barn, two storey amenity building (with play areas, seating area, coffee shop, party rooms and other associated facilities) and car park. The proposed two storey amenity building would be a modern aluminium profile stand-alone structure. It would measure 391.8sq.m with an overall height of 7.7m (eaves height of 5.5m). The amenity building would be situated in an open field approximately 115m away from the site entrance. An animal barn is proposed approximately 12.0m to the east of the amenity building. The barn would measure 429sq.m with a ridge height of 4.6m and eaves height of 3.1m. It would also be a stand-alone structure.

1.3 To the south of the amenity building and animal barn, before reaching the proposed site entrance, lies an area of land where the parking area is proposed. A detailed plan submitted with the application shows the parking area would be capable of accommodating 62 vehicles. The open farm and wildlife area would be situated to the north of the proposed amenity building and animal barn. Two wildlife ponds are proposed in the corner of the open farm and wildlife area. Further to the east on the opposite side of Piker Thorn beck lies an area of land where the 0.52ha 'red squirrel wood' is proposed. An area of land to the south of this would be used as a hay field. A second access is proposed from Moor Lane into this area of land.

1.4 Between the hay field on the opposite side of Piker Thorn beck and the main attraction where the proposed buildings and car park would be situated lies a separate agricultural holding (outside the applicant's ownership) known as Moor Lane Farm. Moor Lane Farm has, in recent years been subdivided; Beetle Bank Farm (the application site) was formed as the result.

1.5 The accompanying documentation indicates that the attraction is likely to employ 8 full time staff and 4 part time members of staff. Visitor numbers are expected to reach 120 per day.

RELEVANT PLANNING HISTORY

1.6 3/88/89/OA: Outline application for the erection of a farmhouse. Permission approved in 1987 subject to an agricultural occupancy condition.

1.7 3/88/89A/RM: Reserved Matters application for the erection of a farmhouse. Permission refused in 1989.

1.8 3/88/89B/RM: Reserved Matters application for the erection of a farmhouse. Permission approved in 1990.

1.9 09/01878/CLU: Application for certificate of lawfulness in respect of the erection of a residential dwelling and creation of domestic curtilage. It was contended by the applicant at the time of the application that the dwelling was not built in accordance with the approved plans, but that the house has been built and lived in for more than 4 years and the associated residential curtilage has been in use in excess of 10 years from the date of the application. Certificate was granted in December 2009.

2.0 POLICY CONTEXT

2.1 Development Plan Allocation:

City Boundary GMS Constraints: York City Boundary 0001

DC Area Teams GMS Constraints: East Area (1) 0003

2.2 Policies:

CYSP2

The York Green Belt

CYSP8

Reducing dependence on the car

CYGP1

Design

CYGP4A

Sustainability

CYGP4B

Air Quality

CYGP9

Landscaping

CYGP15

Protection from flooding

CYNE6

Species protected by law

CYNE7

Habitat protection and creation

CYGB1

Development within the Green Belt

CYGB11

Employment devt outside settlement limits

CYV1

Criteria for visitor related devt

3.0 CONSULTATIONS

EXTERNAL

3.1 Neighbours consulted and site notice posted – consultation expired on 14 February 2011. 9 letters of objections received expressing the following concerns:

- the existing roads are not suitable for heavy vehicles;
- access into and out of the site is not adequate for the traffic volume as it is a narrow windy lane;
- at peak times traffic at Hop Grove junction off A64 is already a problem despite the addition of new traffic lights. The proposal is likely to exacerbate traffic concerns;
- the route through Murton village may struggle during peak times;
- a traffic survey should have been submitted with the application;
- due to weight restriction Murton Lane is unsuitable for coaches;
- coaches meeting each other on the road will not be able to pass without further erosion of the verges;
- there is a lack of public transport to the site;
- there is no dedicated cycle route near to the site. As such the proposal would not provide a safe environment for the number of cyclists;
- the road is already dangerous for horse riders and cyclists as it is badly maintained. The increase volume of traffic by virtue of the proposal is unacceptable.
- a more suitable location should be investigated to provide a safe environment for employees, visitors and members of the local community;
- the proposal would have a deleterious effect on the landscape and nearby buildings;
- the projected visitor figures would appear to be optimistic and may not be sustainable in the medium term;
- the proposal is very close to a farming museum which is already situated in the village;
- existing businesses should have been consulted on this application;
- given the size of the proposed play centre with three party rooms more than 2 part time staff is likely to be needed.

- the soil removed from the lake should not be used to raise ground level due to flooding concerns;

3.2 MURTON PARISH COUNCIL – response received on 14 February 2011:
Objections and comments are summarised as follows:

- the proposal would, due to its overall scale have a significant impact on the openness of the Green Belt;
- it is unlikely that the proposal can be effectively absorbed into the existing surroundings without any adverse impact on the landscape;
- traffic generated by the proposal would have a deleterious effect on the village and Moor Lane;
- it is not considered that the site can be integrated within its surrounding transport context;
- is unlikely that there will be a substantial number of customers who will come by foot or cycle;
- the effect of more heavy vehicles will have a detrimental effect on the condition of Moor Lane;
- the entry of vehicles into and out of the site is a concern;
- it is likely that the proposal would have a material effect on Osbaldwick beck;
- the viability of the business insofar as what would happen if it does not come to expectation is a concern;
- the information submitted in respect of the wildlife sanctuary is considered to be too vague for this application to be assessed;
- it is unclear how the scheme could protect bats and red squirrels given the legislations surrounding their protection;
- extensive planting of trees will be needed before the sanctuary can be populated;
- red squirrel wood will need to be a lot more substantial
- the woodland will need to be netted to preserve the red squirrels from an untimely and excruciating death;
- it is unlikely that visitors will arrive on cycle;
- the fields in the area are waterlogged in winter months making them totally unsuitable for wheelchair users and anyone with a pushchair;
- it would be mainly used as a children's play area rather than a sanctuary;
- it is unclear what the 1st floor would be used for;
- Yorkshire Museum of Farming, which is situated at the other end of the village provides many of the attractions that are proposed in this application.
- the assertions made on emissions and travel distance is unfounded;
- other similar attractions in the city offer much more extensive facilities;
- It is not clear what would happen to the buildings, car park and other infrastructures should the business venture become unsuccessful;

3.3 YORK NATURAL ENVIRONMENTAL PANEL – Response received on 3 February 2011:

- the scheme is considered to be an inappropriate development in a rural area;
- the proposal would create greater traffic levels on a presently quiet, narrow road including a very tight bend;
- the red squirrel woodland would not be viable;

3.4 ENVIRONMENT AGENCY – Response received on 10 February 2011:

- the proposed development will only be acceptable if the measures detailed in the Flood Risk Assessment submitted with this application are implemented and secured by conditions;
- conditions and informatives recommended;

3.5 FOSS INTERNAL DRAINAGE BOARD – response received on 10 February 2011:

- no objections;
- conditions and informatives relating to surface water drainage works, the use of Sustainable Drainage System, maintenance of watercourse and works which may affect the watercourse have been recommended;

INTERNAL:

3.6 HIGHWAY NETWORK MANAGEMENT – latest response received on 7 March 2011:

- In the absence of a transport impact assessment report which satisfactorily addresses highway issues this application should be refused on the grounds that the applicant has failed to demonstrate that the development can be undertaken without having a detrimental impact on highway safety in the vicinity of the site.

3.7 DRAINAGE CONSULTANCY – response received on 22 February 2011:

- The consultancy objects to the development proposals as insufficient information has been provided by the developers to determine the potential impact the proposals may have on the existing drainage system.

3.8 CITY DEVELOPMENT UNIT – response received on 14 February 2011:

- The principle of tourism related development may be considered acceptable in this location provided it meets the criteria set out in policies GB1 and V1.
- it must be satisfied that the development will not detract from the open character of the area, or from views into the city, and that a sufficient proportion of the goods on sale are produced on site in order to meet the standards described above.
- A condition should also be set so that the area of the café is always of a scale/proportion which is ancillary to the main function of the development.

3.9 ENVIRONMENT AND CONSERVATION (COUNTRYSIDE) – response received on 2 March 2011:

- The fields within which the proposed new buildings, car parking and ponds will be constructed are all ex-arable and have recently been re-sown.
- The fields at present therefore have a fairly low ecological value.
- The creation of a new native woodland would be beneficial within this area and would benefit a range of species, though details of planting has not yet at this stage been provided.

- However, aspirations for this area include the creation of a Red Squirrel Sanctuary, which in this location would not be viable. The designated area is considered to be too small for this purpose, and access by the public would also not be possible in this case as the area would need to be enclosed. Furthermore, the planted trees will also take many years to establish and before any such proposals and intentions can be considered.
- The creation of new ponds within the holding will be beneficial and will provide good habitat for a variety of species'
- Though there are no known records of Great Crested Newts within this area, there are a number of other ponds close by and the creation of these new ponds here would add to and strengthen this local pond network;
- if approved further details of any planting should be submitted,

3.10 ENVIRONMENT AND CONSERVATION (LANDSCAPE) – response received on 3 March 2011:

- By way of their sizeable physical presence the amenity building and animal barn impact on the openness of the existing field network.
- the separation created by the car park draws attention to the commercial nature of the development and would look out of character, especially if lighting were introduced.
- Diversification should not be discouraged, but the council needs to be satisfied that a convincing business case has been put forward. Otherwise the impact on the open character of the greenbelt does not outweigh the need, especially with regard to the car park and amenity building.
- Other operations of a similar nature exist within close proximity to the site.

3.11 ENVIRONMENTAL PROTECTION – response received on 4 Mach 2011:

- No objections, informatives recommended

3.12 VISIT YORK – Consultation expired on 12 February 2011, no response received.

4.0 APPRAISAL

4.1 The main issues to be considered are as follows:

- i. Impact on York Green Belt
- ii. Business viability
- iii. Highway considerations
- iv. Drainage and flood risk
- v. Nature conservation
- vi. Environmental considerations
- vii. Impact on other similar visitor attractions.
- viii. Farm diversification

IMPACT ON YORK GREEN BELT

4.2 National planning advice on developments in the Green Belt is contained within Planning Policy Guidance no.2 “Green Belts” (PPG2). Policy GB1 of the City of York

Draft Local Plan reflects the requirements set out under PPG2. Paragraphs 3.1 and 3.2 of PPG2 state, inter alia, that there is a general presumption against inappropriate development in the green belt. Inappropriate development is, by definition, harmful to the green belt. It is for the applicant to show why permission should be granted. In view of the presumption against inappropriate development, the Secretary of State will attach substantial weight to the harm to the Green Belt when considering any planning application or appeal concerning such development.

PRINCIPLE OF THE DEVELOPMENT:

4.3 A development is considered to be inappropriate unless it is for one of the purposes set out under paragraph 3.4 of PPG2, one of which is essential facilities for outdoor sport and recreation. According to paragraph 3.5 of PPG2, “essential facilities should be genuinely required for uses of land which preserve the openness of the Green Belt and do not conflict with the purposes of including land within it. Possible examples of such facilities include small changing rooms or unobtrusive spectator accommodation for outdoor sport, or small stable for outdoor sport and outdoor recreation”.

4.4 Whilst the open farm and wildlife sanctuary elements of the attraction fall within the definition of essential facility for outdoor recreation the children’s play area and café within the proposed amenity building fall outside the list of purposes set out under paragraph 3.4 of PPG2. Given their inappropriateness in the green belt they are, by definition harmful to the green belt, contrary to the national planning advice set out under PPG2 and Policy GB1 of the City of York Draft Local Plan.

SCALE, MASSING AND EXTERNAL APPEARANCE OF THE AMENITY BUILDING:

4.5 Policy SP2 and paragraph 1.28 of the City of York Draft Local Plan set out the main purpose of the Green Belt around York, which is to preserve the setting and the special character of the historic city. Policy GB1 of the Draft Local Plan further states, inter alia, that planning permission for developments within the green belt will only be granted where the scale, location, and design of such development would not detract from the open character of the Green Belt.

4.6 The two storey element of the amenity building would measure 391sq.m with an overall height of 7.7m (eaves height of 5.5m). It would be a modern aluminium profile stand-alone structure within an open field outside a settlement limit in York Green Belt. Due to its overall height, scale, external appearance and massing together with its dominance when viewed from Moor Lane and Bad Bargain Lane to the north of the application site it is considered that the proposed two storey building would have an irreversible impact on the rural character to the detriment of the openness and visual amenities of York Green Belt and the purpose of including land within the Green Belt, contrary to, in particular paragraphs 3.5 and 3.15 of PPG2, policies SP2 and GB1 of the City of York Draft Local Plan, and the guidelines set out in Murton Village Design Statement.

SCALE AND MASSING OF THE ANIMAL BARN:

4.7 An animal barn is proposed to the east of the proposed amenity building. It would be used to house farm animals for the open farm element of the attraction as well as

for the storage of tractors and farm machinery. The information submitted with the application does not suggest in any way that the building would be used for the trading of farm animals, although it is reasonably clear that it forms part of the visitors' attraction. Notwithstanding this position, however, it is considered that the building falls within the purpose of "agriculture" as defined under Section 336 of the Town and Country Planning Act 1990 (which states that agriculture includes the keeping and breeding of livestock including any creature for the purpose of the farming of the land). The 'appropriateness' of the building in a green belt in terms of its use is therefore not of concern.

4.8 The main cause for concern, however, is the overall scale of the building. The barn would measure 429sq.m with an overall height of 4.6m (eaves height of 3.1m). Details regarding the numbers and types of farm animals/livestock proposed to be accommodated within the barn including details of the farm equipment proposed to be stored within the northern end of the building have not been provided as part of the submission. Without such details, it is not possible to assess whether the scale of the animal barn is proportionate to the size of the visitor attraction, and if not considered proportionate, whether the proposal would detract from the openness of the Green Belt.

PARKING AREA:

4.9 Subject to an appropriate landscaping condition and a condition requiring the use of grass grid paving it is considered that the proposed parking area would be less exposed and would thus have limited harm on the openness of York Green Belt. No external lighting has been proposed as part of the scheme. In any case a separate planning permission will be required for external lighting.

BUSINESS VIABILITY

4.10 The Countryside Officer considers the red squirrel area to be too small for the intended purpose, and access by the public would not be possible as the area would need to be enclosed. Furthermore, the planted trees will take many years to establish before any such proposals and intentions can be considered. This would further diminish the arguments relating to the feasibility of the proposal.

HIGHWAY CONSIDERATIONS

4.11 Concerns have been expressed by local residents regarding traffic implications by virtue of the development proposal. These include the suitability of the existing highway networks in terms of coping with the rise in traffic volume and the types of vehicles that are likely to visit the site and Murton village. This is exacerbated by the fact that there is a lack of public transport facilities serving the site and that most visitors will not be arriving by means other than private vehicles. Due to the narrowness and the condition of Moor Lane residents are also concerned that large vehicles, such as coaches will not be able to pass each other without causing further damage to the existing highways. Traffic assessment should have been submitted with the planning application.

4.12 The above concerns are shared by Highway Network Management. In their latest response dated 7 March 2011 concerns have been expressed regarding the lack of information submitted with the application. It is considered that the application should have been accompanied by a Transport Impact Assessment report which addresses issues concerning:

- i. the likely impact additional traffic would have on the existing highway network;
- ii. the likelihood that the majority of staff and visitors will arrive by car given the lack of public transport facilities in this area;
- iii. the existing country roads are relatively narrow and as such are unsuitable for vehicles carrying schoolchildren who are likely to make up a high proportion of visitor numbers;
- iv. the existing carriageways are unsuitable for significant increases in the numbers of pedestrians and cyclists due to the restricted width of carriageways in the vicinity of Murton village coupled with the existing levels of traffic; and
- v. the visibility of on-coming traffic is somewhat restricted in a northerly direction when emerging on to Moor Lane. The applicant has failed to demonstrate that safe stopping distances are achievable

4.13 Without a transport impact assessment report which satisfactorily addresses these issues the application is recommended for refusal on the grounds that the applicant has failed to demonstrate that the development can be undertaken without having a detrimental impact on highway safety in the vicinity of the site.

OTHER MATERIAL CONSIDERATIONS

4.14 DRAINAGE AND FLOOD RISK – According to York Drainage consultancy the application site is situated within low risk flood zone 1 and as such it should not suffer from river flooding. No objections have been raised by the Environment Agency subject to a condition to ensure that the submitted Flood Risk Assessment will be implemented. Conditions regarding the discharge of surface water have also been recommended by both the Environment Agency and Foss Internal Drainage Board. The additional information requested by York Drainage Consultancy can be secured by way of condition if approval is given.

4.15 NATURE CONSERVATION – The fields within which the proposed development will be constructed are all formerly arable land which has recently been re-sown. As such the site at present has low ecological value. Furthermore, the proposal would have limited effect on the existing boundary treatment, and that there is to be additional planting of new trees and hedges as part of the overall landscaping of the site. It is also considered by the Conservation team that the creation of new ponds within the holding would provide good habitat for a variety of species. For these reasons no objections have been expressed by the Council's Countryside Officer. Issues concerning the effect the scheme would have on legislations surrounding the protection of bats and red squirrels fall outside planning control.

4.16 ENVIRONMENTAL CONSIDERATIONS - No objections have been raised by Environmental Protection team regarding any possible statutory nuisances associated with the development proposals. In line with the Council's Low Emission Strategy the uptake of low emission vehicles should be promoted as far as possible via infrastructures such as electric vehicle charging points. Informatives recommended. Issues concerning the hours of operation can be controlled by planning condition if approval is recommended.

4.17 FARM DIVERSIFICATION - Whilst the national planning policy advice contained within Planning Policy Statements no.7 "Sustainable Development in Rural Areas" and no.4 "Planning for Sustainable Economic Growth" has been taken into consideration it is not considered that the benefits of farm diversification and tourism in rural areas could, in this instance outweigh the concerns set out above.

5.0 CONCLUSION

5.1 It is considered that the principle of the development is inappropriate in the Green Belt, which by definition is harmful to the Green Belt. By virtue of the scale, massing and external appearance of the amenity building and the lack of justification over the size of the animal barn it is considered that the development proposed is harmful to the openness of York Green Belt and the purpose of including land within the Green Belt.

5.2 In addition, in the absence of a transport impact assessment report which satisfactorily addresses highways concerns the applicant has failed to demonstrate that the development can be undertaken without having a detrimental impact on highway safety in the vicinity of the site. Whilst the national planning policy advice contained within Planning Policy Statements no.7 and no.4 has been taken into consideration, it is not considered that the benefits of farm diversification and tourism in rural areas could, in this instance outweigh the concerns as summarised above. Thus this application is recommended for refusal.

6.0 RECOMMENDATION: Refuse

1 It is considered that whilst the open farm and wildlife sanctuary elements of the attraction fall within the definition of essential facility for outdoor recreation, the play areas, seating area, coffee shop, party rooms and other associated facilities within the proposed amenity building fall outside the list of purposes set out under paragraph 3.4 of Planning Policy Guidance no.2 "Green Belts" and Policy GB1 of the City of York Draft Local Plan. As such they are considered to be inappropriate development in the Green Belt. Given their inappropriateness in the Green Belt they are, by definition harmful to the green belt, contrary to the national planning advice contained within Planning Policy Guidance no.2 "Green Belts" and Policy GB1 "Development in the Green Belt" of the City of York Draft Local Plan.

2 By virtue of its overall height, scale, external appearance and massing together with its dominance when viewed from Moor Lane and Bad Bargain Lane to the north of the application site, it is considered that the proposed two storey amenity building would, if approved have a harmful and irreversible impact on the open character and visual amenities of York Green Belt and the purpose of including land within the Green Belt, contrary to, in particular paragraphs 3.5 and 3.15 of Planning Policy Guidance

no.2, policies SP2 and GB1 of the City of York Draft Local Plan, and the guidelines set out in Murton Village Design Statement.

3 Details regarding the numbers and types of farm animals/livestock including farm equipment to be accommodated within the proposed animal barn have not been provided, without which it is not possible to assess whether the scale of the proposed development is proportionate to the size of the proposed visitor attraction and open farm and whether it complies with the national planning advice set out under paragraphs 3.5 and 3.15 of Planning Policy Guidance no.2, policies SP2 and GB1 of the City of York Draft Local Plan and the guidelines set out in Murton Village Design Statement.

4 The applicant has failed to demonstrate that the development can be undertaken without having a detrimental impact on highway safety in the vicinity of the site. The application should have been accompanied by a Transport Impact Assessment report which satisfactorily addresses the following concerns:

- i. the likely impact additional traffic would have on the existing highway network;
- ii. the likelihood that the majority of staff and visitors will arrive by car given the lack of public transport facilities in this area;
- iii. the existing country roads are relatively narrow and as such are unsuitable for vehicles carrying schoolchildren who are likely to make up a high proportion of visitor numbers;
- iv. the existing carriageways are unsuitable for significant increases in the numbers of pedestrians and cyclists due to the restricted width of carriageways in the vicinity of Murton village coupled with the existing levels of traffic; and
- v. the visibility of on-coming traffic is somewhat restricted in a northerly direction when emerging on to Moor Lane. The applicant has failed to demonstrate that safe stopping distances are achievable.

7.0 INFORMATIVES:

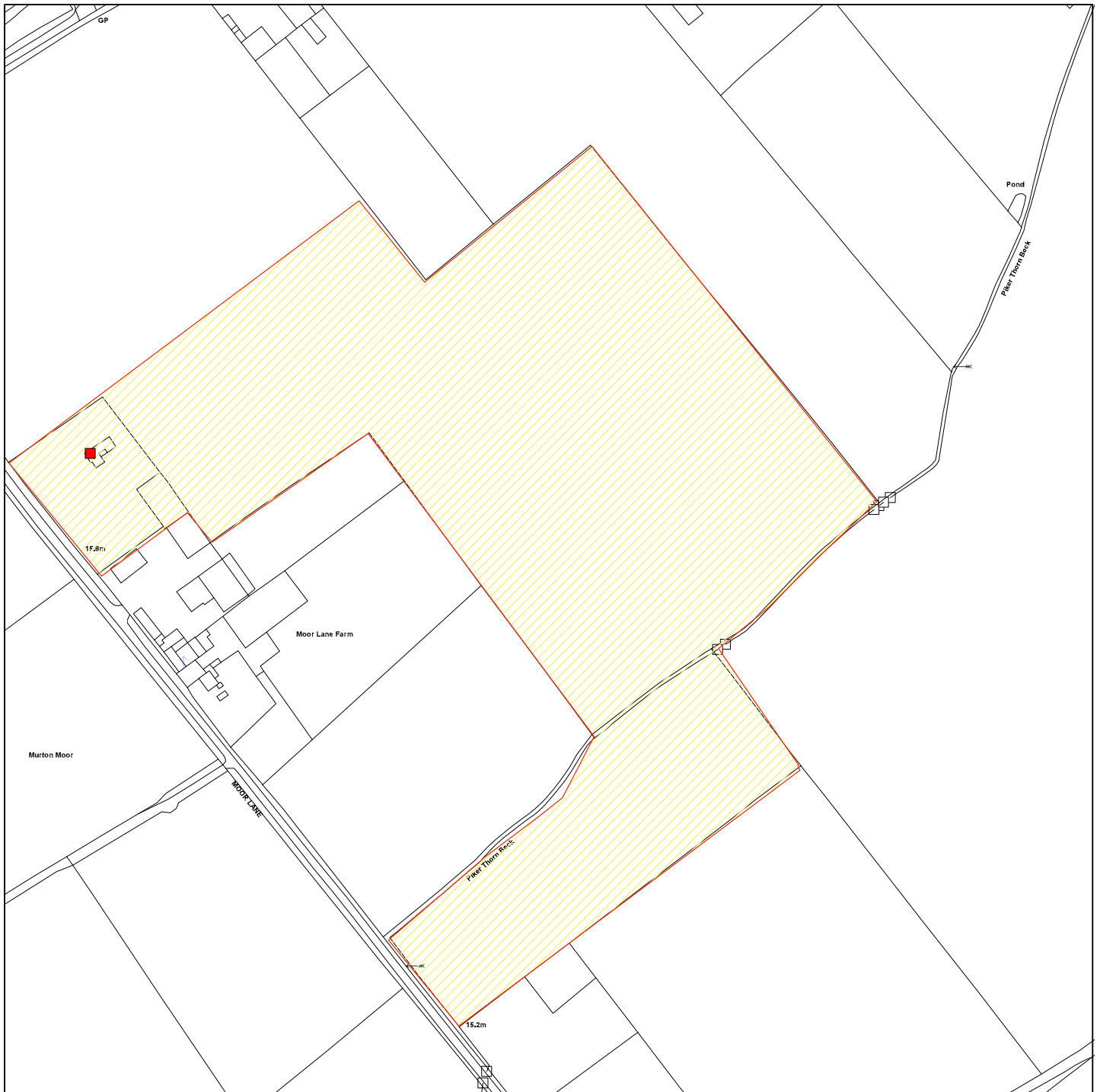
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Beetle Bank Farm, Moor Lane, Murton

11/00002/FULM



Scale : 1:3000

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Organisation	City of York Council
Department	Planning & Sustainable Development
Comments	Application site
Date	14 March 2011
SLA Number	Not set

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ridge heights as specified on the sectional drawings detailed in the Design Statement. One of these sectional drawings shows a line drawn between the ridge of Rowntree Wharf and the roof line of St. Saviourgate and Peasholme House and confirms that none of the new buildings in the development would rise above this line. Permission is therefore sought to vary Condition 6 so as to allow the building height of Block E to exceed this line by 1 metre on 2 corner sections of the 6 storey element of the building.

2.0 POLICY CONTEXT

2.1 Development Plan Allocation:

2.2 Policies:

CYGP1
Design

CYGP9
Landscaping

CYH3C
Mix of Dwellings on Housing Site

CYGP4A
Sustainability

CYHE2
Development in historic locations

CYT4
Cycle parking standards

CYH2A
Affordable Housing

3.0 CONSULTATIONS

INTERNAL

Renaissance Team

3.1 With reference to height increase; Overall, the benefits outweigh any negative impacts. Do not consider the small proportion of the roof projecting above the imaginary upper limit line by this limited height increase will be perceptible when it is built. However recommend that this upper limit is not amended for other changes and that all subsequent buildings are still assessed against this line as agreed in the outline permission and a similar balance of benefits is assessed against any necessary subsequent assessment of building heights.

Design, Conservation and Sustainable Development

3.2 The variation to the ground floor use and building façade does not appear to affect the width of walkway and potential for vegetation along the riverside walkway. The creation of private terraces, to a degree, provides an extension to the openness alongside the river, and negates the need for incongruous ramps from the pavement level, and introduces a slim bit of greenery as a formal hedge between the two.

Highway Network Management

3.3 No highway objections. The level of development proposed has not yet exceeded that considered and agreed at the outline stage.

EXTERNAL

Environment Agency

3.4 No objection

Guildhall Planning Panel

3.5 Object. We believed at the time that the Hungate scheme was already an overdevelopment. The proposed amendments would further lead to an increase in density.

Publicity

3.6 The application was publicised by site notice, press notice and letters of neighbour notification. The deadline for comments was 10 March 2011. A letter has been received from a resident of Rowntree Wharf objecting to the proposal for the following reason;

(i) Phase 2 included cafes and commercial units at ground floor facing the river. This design was the result of a public display and previous consultation with residents. The developer has no way of knowing what particular aspect of the design appealed to the public and it is presumptuous to state that the changes would result in minor view changes. Why was this application submitted without further and wider consultation with the public? Many will be unaware of the changes.

(ii) Although the committee approved the outline plan there was strong opposition from other party councillors and the general public with respects to population density. The planned population density of the site was excessive but this has now increased for the phase 2 building and will lead to slums later in the century.

3.7 A further letter has been received requesting that the Council consider population density when reviewing this application. The letter states that York currently has a relatively low population density, however there is a potential for this site to have the highest density of any area in York, even without this requested change by the developer.

4.0 APPRAISAL

4.1 Key Issues:

- Implications on the comprehensive redevelopment of the Hungate site as agreed in the outline application
- Visual impact of relocation of focal building and of increase in height of block E
- Highway safety

FOCAL BUILDING

Background

4.2 The aspiration for the focal building, as agreed when the outline application was approved, was that it would become a community space comprising possibly of a crèche, exhibition space, art/technology workspaces, media centre, museum or similar. The legal agreement associated with the outline consent requires that up to 8,000 sq ft of space in the building be proposed for community use. The exact use will be agreed with the council at the time of development.

4.3 In 2008, permission was granted to amend the siting of the focal building 9 metres back from St Johns Square. This was due to the location of a sewer route through the site. Permission was also granted to reduce the length of the focal building by around 4.5 metres so as to ensure that the relocation would not compromise the size of Friars Quay. As such the amount of floorspace within the focal building was reduced from 3,481 sq m to 3,241 sq m.

4.4 According to the plans the building will be used for offices, retail, cafes, bars and restaurant on the ground and first floors. Above would be some residential (22 units, 14 2-bed, 8 1-bed) and the community space. The central strip of the building would be 6 storey in height.

4.5 This proposal is a result of a proposed small increase in the footprint of the Phase 2 building and a recognition that the previously granted consent identified that the street between block E and the focal building is of restrictive width. The extent of the increase in the footprint is considered to be relatively minor amounting to the building width of Block E increasing by between 700 mm and 1000mm.

4.6 Permission is sought to alter the footprint of the focal building to achieve parallel faces of the building so as to ensure a minimum 5 metre separation distance between block E and the Focal Building. The elevation of the Focal building facing St. John's Square would remain unchanged however the elevation facing Friar's Quay would be narrowed by 1.9 metres which would reduce the footprint of the Focal building by 25 square metres. To compensate for this loss in floor area and maintain the size of footprint approved in the outline, the Focal building would be lengthened towards Friars Quay by 960mm.

IMPLICATIONS ON THE COMPREHENSIVE REDEVELOPMENT OF THE HUNGATE SITE AS AGREED IN THE OUTLINE APPLICATION

4.7 Through alterations to the footprint of the focal building to achieve parallel faces of the building, this proposal would not involve a loss in the floorspace of the building. As such the aspirations for the focal building, as agreed when the outline application was approved, would not be compromised. The affordable housing to be delivered across the site would also not be affected by this proposal.

VISUAL IMPACT / EFFECT ON THE SETTING

4.8 In design terms, Officers consider that the alteration of the footprint to achieve parallel faces and its slight relocation, would be acceptable. The focal building has yet to be designed in detail, with only the location, height and use established at outline stage. The mass was focused towards the centre of the building with the "wings" lower, which enables the footprint to be altered in this way without significant implications.

4.9 The provision of a minimum 5 metre gap between Block E and the focal building is in accordance with the masterplan granted outline consent, and is beneficial in terms of encouraging movement between phase 2 and the Focal Building. Friars Quay would be reduced by approximately 16 sq metres in size as a consequence of the proposal. However, the square would continue to be adequate to provide a pleasant riverside area.

4.10 It is considered that the relocation of the building would have a neutral effect on the conservation area (which terminates at the river at the south of the Hungate site) and nearby listed buildings such as Navigation Wharf.

HIGHWAY SAFETY

4.11 Through altering the footpath of the focal building to achieve parallel faces of the building, the proposal manages to accommodate the swept paths requested by Highways Officers such that both 11 metre refuse vehicles and shorter fire tenders could now access Friar's Quay and turn round to exit the way they came in. Highways Officers raise no objections to both this application and the application to vary conditions on the Reserved Matters approval.

HEIGHT OF BLOCK E

4.12 The proposed height of the Phase 2 building requires a variation of Condition 6 of the outline permission. This condition requires that no buildings shall exceed the building ridge heights as specified on the sectional drawings detailed in the Design Statement. One of these sectional drawings shows a line drawn between the ridge of Rowntree Wharf and the roof line of St. Saviourgate and Peasholme House and confirms that none of the new buildings in the development would rise above this line.

4.13 As discussed in the report relating to application 10/2534/REMM, permission is sought for the building height of Block E to exceed this line by 1 metre on 2 corner sections of the 6 storey element of the building fronting the riverside as a result of an

increase in floor to floor heights and the architectural form of the roofscape in providing roofs with a suitable pitch. The agent has clarified that the proposed increase is a result of the building being designed with maximum flexibility for the future to achieve the desired levels of sustainability. This has been achieved by incorporating space in the basement for a centralised heating system, extra service risers and an increased space within the corridor ceilings to provide the required pipe work. The objective is to maintain a minimum standard of code for sustainable homes level 3 and lifetime homes with 15% of the properties improved to meet level 4 in order to provide high quality sustainable accommodation.

4.14 A significant subject of debate at the time of the outline application concerned the height of the Hungate development. With reference to the River Foss frontage of the scheme and in particular the relationship to the Navigation Wharf Grade II listed building, the approach adopted was to reflect the wharf like characteristics across the river by including buildings of a similar but slightly lower height to Navigation Wharf.

4.15 Only a small proportion of the building would project one metre above the imaginary line drawn between the ridge of Peasholme House and that of Rowntree Wharf and in the context of Local Plan Policy GP4a, which refers to the fact that proposals should have regard to the principles of sustainable development, Officers are satisfied that the benefits to be achieved from the additional height outweigh the minimal visual impact which would result from the increase.

4.16 It is therefore recommended that Condition 6 of the outline permission, which refers to the height of buildings, be amended. In order to ensure that all buildings in future phases are assessed against the sectional drawings detailed in the Design Statement and a similar balance of benefits is undertaken against future possible proposals for increases in height, the wording of the condition would be such as to allow the increase of the height of the Phase 2 building only.

5.0 CONCLUSION

5.1 The proposed relocation and alteration to the footprint of the focal building would not compromise the contents of the outline permission, i.e. the amount of community space and affordable housing to be delivered. Furthermore Officers do not consider that the proposal would affect visual or residential amenity, highway safety or the appearance of the nearby conservation area.

5.2 In terms of the proposed increase in height of part of the Phase 2 building, Officers are satisfied that the benefits to be achieved in designing a building with maximum flexibility for the future to achieve desired levels of sustainability outweigh the minimal visual impact which would result from the increase. It is therefore recommended that Condition 6 of the outline permission, which refers to the height of buildings, be amended. In order to ensure that all buildings in future phases are assessed against the sectional drawings detailed in the Design Statement and a similar balance of benefits is undertaken against future possible proposals for increases in height, the wording of the condition would be such as to allow the increase of the height of the Phase 2 building only.

5.3 The proposal to vary Condition 3 of the outline permission to reflect proposed revisions to the Phase 2 scheme through an increase in the number of residential units and a reduction in the amount of commercial, is assessed within the accompanying application to vary conditions of the reserved matters approval (07/1901/REMM). As Members will note, this application is supported. Approval is recommended subject to the variation of the S106 Agreement to refer to this application

5.4 It is recommended that this application to vary conditions 3 and 6 of the outline permission be approved subject to the imposition of all conditions attached to outline permission 08/00737/FUL. Condition 3 would be varied to include the revised details associated with the changes to the siting and footprint of the focal building and the revisions to the Block E and Condition 6 would be varied to allow the increase in the height of part of the Phase 2 building.

6.0 RECOMMENDATION: Approve subject to Section 106 Agreement

1 Approval of all reserved matters shall be made to the Local Planning Authority not later than the expiration of six years beginning with the date of outline approval for the site (July 2006) and the development hereby permitted shall be begun either before:

- a) the expiration of eight years from the date of outline consent permission 02/03741/OUT; or
- b) the expiration of two years from the date of approval of the last of the reserved matters to be approved; which ever is the later.

Reason: To ensure compliance with Section 92 and 93 of the Town and Country Planning Act 1990.

2 Fully detailed drawings illustrating all of the following details for each phase of development shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of building works for each phase and the development shall be carried out in accordance with such details:

Details to be submitted: design, external appearance, boundary treatment and landscaping of the proposed development to be carried out, including a schedule of all facing materials to be used, noise attenuation measures and fume extraction systems.

Reason: So that the Local Planning Authority may be satisfied with the finished appearance of the development.

3 The development hereby permitted shall be carried out in accordance with the following plans and other submitted details:-

Focal Building - Amended Location : 060134_SK003 (4 March 2011)

Ground Floor Context Plan : 060134_102 (30 September 2010)

Site Sections - Sheet 1 - Southwest Sectional Elevations : 060134_305 (31.1.11)

Site Sections - Sheet 2 - Northwest Sectional Elevations : 060134_306 (31.1.11)

Revised schedule of uses, floorspace and accommodation, as set out in Hungate - Outline application revised master plan (Document 4a) revised June 2005

Document 3 a - Town Planning Statement Addendum (January 2004)

Master Plan and Drawings: - PL001 (November 2004) , PL002 (November 2004), PL003 (Revised June 2005), PL004 (November 2004), PL005 (31 May 2005 and extracts 28 June 2005) , PL007 (29 March 2005), PL008 (29 March 2005), PL009 (29 March 2005), PL010 (31 May 2005)

Document 5a - Revised Design Statement (November 2004) and addendum including revised focal building location received 20.3.2008

Document 6a - Revised landscape design Guidelines November 2004)

Document 7 - Transport Assessment (November 2002)

Document 7a - Transport Assessment S supplementary Statement (December 2004)

Document 8 - Environmental Statement (November 2002)

Document 8a - Environmental Statement Addendum (January 2005)

Document 9 - Environmental Statement Technical appendix A Scoping Opinion (July 2002)

Document 10 - Environmental Statement Technical appendix B Revised Air Quality Monitoring Study (Nov 2004)

Document 11 - Environmental Statement Technical appendix C Noise and Vibration Information (Nov 2002)

Document 12 - Environmental Statement Technical appendix D Archaeological Assessment Vol 1 (Nov 02)

Document 12a - Environmental Statement Technical appendix D Archaeological Assessment Supplementary Statement (January 2005)

Document 13 - Environmental Statement Technical appendix D Archaeological Assessment Vol 1 (Nov 02)

Document 14 - Environmental Statement Technical appendix E Built Heritage Assessment (Nov 2002)

Document 15 - Environmental Statement Technical appendix F Consolidated Environmental Review (Nov 02)

Document 16 - Environmental Statement Technical appendix G Flood Risk Assessment (November 2002)

Document 17 - Environmental Statement Technical appendix H Ecological Appraisal (November 2002)

Document 18 - Environmental Statement Technical appendix I Ecological Management Plan (Nov 2002)

Document 19 - Environmental Statement Non Technical Summary (November 2002)

Document 19 a - Environmental Statement Non Technical Summary (January 2005)

Document 20 - Sustainability Statement (November 2002)

Document 21 - Residential Market Overview (November 2002)

Document 22 - Leisure and Retail Market Overview (November 2002)

Document 23 - Offices at Hungate - Marketing Strategy (October 2002)

Document 24 - Design Code (December 2004) and revised extract 'Spatial Hierarchy' (31 May 2005)

Document 25 - Statement of Community Involvement/responses to Issues Raised During Consultation (January 2005) and revised schedule of responses (20 July 2005)

Document 26 - Environmental Statement Technical Appendix J Ground Water Monitoring Strategy (Jan 05)

Document 27 - Design Solutions/ Internal Flats Layouts (29 March 2005)

Document 28 - Courtyard Section - Illustrative Design Solutions (31 May 2005)

Document 29 - Open Space Audit (4 May 2005)

Document 30 - EIA Implications of Design Amendments (June 2005)

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.

4 Notwithstanding the details submitted on the Masterplan drawings, the precise siting of buildings H and the Landmark office block (G) shall be agreed in writing by the Local Planning Authority prior to commencement of the relevant phase of the development. The precise siting shall be within the area marked on the attached plan.

Reason: In order that the Local Planning Authority may be satisfied with the siting of these buildings having been informed by more detailed works carried out under the programme of archaeological investigation and excavation.

5 The external design details for each phase of the development shall be fully in accordance with the submitted Design Code (January 2005), to the satisfaction of the Local Planning Authority.

Reason: In order to ensure that the design of the development reflects the original principles of the design as agreed by the Local Planning Authority.

6 With the exception of Block E in Phase 2 of the development, the buildings to be erected on this site shall not exceed the building ridge heights as specified as O.S. datum levels on the Sections on pages 38 and 39 of the amended Design Statement received on 11th January 2005.

Reason: In the interests of protecting the amenities of the adjoining residents and to assist the development being integrated into the area.

7 The phasing for the development shall be in accordance with that established in the planning obligation. Unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order that the impact of the phasing of the development can be properly assessed, prior to commencement of the development.

8 Fully detailed drawing illustrating the design and materials of roads, footpaths and other adoptable open spaces shall be submitted to and approved in writing by the Local Planning Authority prior to the start of construction on site.

Reason: In the interests of highway safety.

9 No dwelling in respect of each phase of development to which this planning permission relates shall be occupied unless or until the carriageway basecourse and kerb foundation to the new estate road and footpath to which it fronts, is adjacent to or gains access from, has been constructed. Road and footway wearing courses and street lighting shall be provided within three months of the date of completion the construction of the phase of the development.

Reason: To ensure appropriate access and egress to the properties, in the interests of highway safety and the convenience of prospective residents.

10 Safety Audit:

A full 3 stage road safety audit carried out with advice set out in the DMRB HD19/03 and guidance issued by the council, will be required for the internal highway layout and all off-site works requiring alteration, stage 1 of which must be submitted to and agreed in writing by the LPA prior to each phase of works commencing on site.

Reason: To minimise the road safety risks associated with the changes imposed by the development.

11 Prior to each phase of the development commencing details of the cycle parking areas, including means of enclosure, shall be submitted to and approved in writing by the Local Planning Authority. The building or buildings within that phase shall not be occupied until the cycle parking areas and means of enclosure (including the public cycle parking areas within that phase) have been provided within the site in accordance with such approved details, and these areas shall not be used for any purpose other than the parking of cycles. Cycle parking shall be in accordance with the schedule Summary of Cycle Parking Requirements 1056/70 dated 23/05/05

Reason: To promote use of cycles thereby reducing congestion on the adjacent roads and in the interests of the amenity of neighbours.

12 Prior to each phase of the development commencing details of the measures to be employed to prevent the egress of mud, water and other detritus onto the public highway, and details of the measures to be employed to remove any such substance from the public highway shall be submitted to and approved in writing by the Local Planning Authority. Such measures as shall have been approved shall be employed and adhered to at all times during construction works.

Reason: To prevent the egress of water and loose material creating a hazard on the public highway.

13 Prior to the commencement of the use hereby approved in each phase of development, provision shall be made within the site for accommodation of delivery/service vehicles in accordance with details which shall have been previously submitted to and approved in writing by the Local Planning Authority. Block G - accommodation for servicing will be made within the courtyard with access via Carmelite Street; Block H - will include service bay provision on the Stonebow frontage. Thereafter all such areas shall be retained free of all obstructions and used

solely for the intended purpose.

Reason: To ensure that delivery/service vehicles can be accommodated within the site and to maintain the free and safe passage of highway users.

14 Prior to the commencement of any phase of the development hereby permitted a programme for the following off site works by phase shall be submitted to and approved in writing by the Local Planning Authority, or arrangements entered into which ensure the same.

- Zebra crossing and pedestrian refuges on Peasholme Green at junction with St. Saviours Place,
- Pedestrian tables/plateaus at the junctions of Dundas Street, Hungate and Garden Place, including street furniture/signage.
- Surface improvement at the Fossgate junction,
- A scheme covering street furniture along The Stonebow (adjustment/enhancement),
- A scheme covering new and improved highway signage, to surrounding streets, including cycle and pedestrian links.

Reason: In the interests of the safe and free passage of highway users.

15 Prior to the commencement of any phase of the development hereby permitted a phased programme of works as set out in the Outline Specification for Upgrade of Existing Streets, dated 22/6/05 Revision E, shall be submitted to and approved in writing by the Local Planning Authority, or arrangements entered into which ensure the same. These works shall be in accordance with the Street Section Drawings, 1056/70/101, 1056/70/102 B & 1056/70/103 B dated 24/5/05.

Reason: In the interests of the safe and free passage of highway users.

16 Prior to commencement of each phase of the office or commercial development hereby permitted a stage one (interim) Travel Plan which shall include details of modal split targets and default provisions in the event that those targets are not met and within six months of first occupation of any part of the office or commercial development to submit to the Council a stage two (final) Travel Plan and to implement such Travel Plan as maybe approved by the Council in accordance with a timetable which shall have been previously agreed in writing by the Council provided always that in the event that there shall be any change of occupier of any part of the office or commercial development that occupier shall submit to the Council prior to its occupation a revised Travel Plan and implement such Travel Plan as maybe approved by the Council throughout its period occupation.

Reason: To ensure the delivery of sustainable transport objectives including reductions in car usage and increased use of public transport, walking and cycling.

17 No development in any phase shall take place until there has been submitted and approved in writing by the Local Planning Authority a detailed landscaping scheme which shall illustrate the number, species, height and position of trees and shrubs. This scheme shall be implemented within a period of 6 months of the completion of the relevant phase of development. Any trees or plants which within a

period of 5 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.

18 The detailed drawings for each phase of development should be submitted for the approval of the Local Planning Authority and should include a plan and schedule of all trees and shrubs on the site. Such plan shall show the spread of each tree. It will identify those trees and shrubs to be retained and those to be felled. Trees and shrubs to be retained shall be protected during the development of the site by the following measures:

- i A chestnut pale or similar fence not less than 1.2m high shall be erected at a distance of not less than 4.5m from the trunks;
- ii No development (including the erection of site huts) shall take place within the crown spread of the trees;
- iii No materials (including fuel or spoil) shall be stored within the crown spread of the trees;
- iv No burning of materials shall take place within 3m of the crown spread of any tree;
- v No services shall be routed under the crown spread of any tree without the express written permission of the Local Planning Authority;

Reason: Some of the existing planting is considered to make a significant contribution to the amenities of this area.

19 A scheme of works for the restoration of the Foss Riverbank/wall, excluding the Kings Pool site, shall be submitted and agreed with the Local Planning Authority prior to the commencement of the relevant phase of development.

Reason: In the interests of the visual amenities of locality, flood defence and ecology along the Foss corridor.

20 During the development of the site, all demolition and construction works and ancillary operations, including deliveries to and dispatch from the site, shall be confined to the following hours:

Monday to Friday	08.00 to 18.00
Saturday	09.00 to 13.00
Not at all on Sundays and Bank Holidays	

Reason: To protect the amenity of the locality

21 The hours of operation for each Class B1 premises shall be approved in

writing by the Local Planning Authority. Once approved, the agreed hours shall be complied with at all times, unless agreed otherwise in writing by the Local Planning Authority.

Reason: To protect the amenity of local residents.

22 The hours of delivery to and dispatch from each commercial premises, to include Use Classes B1, A1, A3, A4 and A5, shall be confined to the following times, unless otherwise approved in writing by the Local Planning Authority:

Monday - Friday	08:00 - 18:00
Saturday, Sunday & Bank Holidays	09:00 - 18:00

Reason: To protect the amenity of local residents.

23 Premises used for Class B1, A3, A4 or A5 use, that adjoin residential premises, shall be noise insulated in accordance with a scheme to be approved in writing by the Local Planning Authority. The noise insulation scheme shall be fully implemented prior to occupation. No alterations to the external walls, facades, windows, doors, roof or any openings in the building(s) shall be undertaken (including the closing up or removal of openings) without the prior written approval of the Local Planning Authority.

Reason: To protect the amenity of local residents.

24 Details of all fixed machinery, plant and equipment to be installed in or located on the use hereby permitted, which is audible at any noise sensitive location, shall be submitted to the Local Planning Authority for approval. These details shall include maximum sound levels (LA_{max}(f)) and average sound levels (LA_{eq}), 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 the locality.

25 Residential premises facing The Stonebow and Peaseholme Green shall be fitted with fixed windows that cannot be opened and provided with alternative means of mechanical ventilation. These premises shall also not be provided with balconies or any other form of outdoor area. The residential premises to which this condition applies shall be agreed in writing with the Local Planning Authority.

Reason: To prevent the introduction of relevant receptors and the requirement to declare an air quality management area.

26 The building envelope of all residential accommodation shall be constructed so as to achieve internal noise levels of 30 dB LA_{eq} 1 hour and 60 dB LA_{Max} (23:00 - 07:00) in bedrooms and 35 dB LA_{eq} 1 hour (07:00 - 23:00) in all other habitable rooms. These noise levels are with windows shut and other means of acoustic ventilation provided. The detailed scheme shall be approved in writing by

the Local Planning Authority and fully implemented before the use hereby approved is occupied.

Reason: To protect the amenity of residents.

27 There shall be adequate facilities for the treatment and extraction of fumes so 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 amenity of the locality.

28 Unless otherwise agreed in writing by the Local Planning Authority, no building or other obstruction shall be located over or within 6m (six) of the line of the sewers at greater depths, or within 3m (three) of the line of the sewers at shallower depths which cross the site.

Reason : To prevent pollution of the water environment.

29 Each phase of development shall not begin until details of separate systems of foul and surface water drainage works for that phase have been submitted to and approved in writing by the Local Planning Authority, and carried out in accordance with these approved details.

Reason : To prevent pollution of the water environment.

30 No piping shall be installed within 10m of any public sewer unless otherwise agreed in writing by the Local Planning Authority

Reason : To prevent pollution of the water environment.

31 Prior to the commencement of the development hereby permitted details of the proposed sewer realignment and confirmation of the phase of development in which the works will be undertaken shall be submitted to and approved in writing by the Local Planning Authority.

Reason : To prevent pollution of the water environment.

32 Unless otherwise approved in writing by the Local Planning Authority, there shall be no piped discharge of surface water from any phase of the development prior to the completion of the approved surface water drainage works and no buildings shall be occupied or brought into use prior to completion of the approved foul drainage works.

Reason : To prevent pollution of the water environment.

33 No development approved by this permission shall be commenced until:

a) A desk top study has been carried out which shall include the identification of

previous site uses, potential contaminants that might reasonably be expected given those uses and other relevant information. Using this information a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors has been produced.

b) A site investigation has been designed for the site using the information obtained from the desk top study and any diagrammatical representations (Conceptual Model). This should be submitted to, and approved in writing by the LPA prior to that investigation being carried out on the site. The investigation must be comprehensive enough to enable:

- a risk assessment to be undertaken relating to human health, controlled waters and the wider environment associated on and off the site that may be affected, and
- refinement of the Conceptual Model, and
- the development of a Method Statement detailing the remediation requirements

c) The site investigation has been undertaken in accordance with details approved by the LPA and a risk assessment has been undertaken.

d) A Method Statement detailing the remediation requirements, including measures to minimise the impact on human health, controlled waters and the wider environment, using the information obtained from the Site Investigation has been submitted to the LPA. This should be approved in writing by the LPA prior to that remediation being carried out on the site.

Reason: To protect human health, controlled waters and the wider environment the environment and ensure that the remediated site is reclaimed to an appropriate standard.

34 If during development, contamination not previously identified, is found to be present at the site then no further development (unless otherwise agreed in writing by the LPA) shall be carried out until the applicant has submitted, and obtained written approval from the LPA for an addendum to the Method Statement. This addendum must detail how this unsuspected contamination shall be dealt with.

Reason: To ensure that the development complies with the approved details, in the interests of protection of Controlled Waters, human health, and the wider environment.

35 Upon completion of the remediation detailed in the method statement a report shall be submitted to the LPA that provides a verification that the required works regarding contamination have been carried out in accordance with the approved method statement(s). Post-remediation sampling and monitoring results shall be included in the reports to demonstrate that the required remediation has been fully met. Future monitoring proposals and reporting shall also be detailed in the report.

Reason: To protect Controlled Waters, human health and the wider environment by ensuring that the remediated site has been reclaimed to an appropriate standard.

36 Each phase of the development of the site should be carried out in accordance with the approved method statement.

Reason: To ensure that the development complies with approved details in the interests of protection of Controlled Waters, human health and the wider environment.

37 Development of each phase approved by this permission shall not be commenced unless the method for piling foundations has been submitted to and approved in writing by the LPA. The planning shall thereafter be undertaken only in accordance with the approved details.

Reason: The site is contaminated/potentially contaminated and piling could lead to the contamination of groundwater in the underlying aquifer.

38 The detailed drawings submitted to illustrate the landscaping works for approval in respect of each phase of development under reserved matters shall indicate existing site levels together with details of proposed finished levels of the landscaped areas.

Reason: To ensure that the development does not result in the displacement of floodwater.

39 Prior to being discharged into any watercourse, surface water, sewer or soakaway system, all surface water drainage from parking areas and the hardstandings shall be passed through an oil interceptor installed in accordance with a scheme previously submitted to and approved in writing by the LPA. Roof water shall not pass through the interceptor.

Reason: To prevent pollution of the water environment.

40 Diffusion tube monitoring points shall be provided that are fully accessible by officers of the council, on the facade of any new residential buildings erected along The Stonebow / Peaseholme Green. The exact position of the monitoring points shall be confirmed in writing by the Local Planning Authority.

Reason: To allow the monitoring and assessment of local air quality.

41 Prior to any commencement of each phase of the development on site, a detailed method of work 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 that the safety of the general public, the method of securing the site, access to the site and route to be taken by vehicles transporting the demolition and construction material from the site.

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

42 Prior to any works commencing on site, a construction environmental management plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. The CEMP shall identify the steps and procedures that will be implemented to minimise the creation and impact of noise, vibration and dust resulting from the site preparation, groundwork and construction phases of the

development. Once approved, the CEMP shall be adhered to at all times, unless otherwise first agreed in writing with the Local Planning Authority.

Reason: To protect the amenity of occupants of adjacent and adjoining properties during the development of the premises.

43 Details of the works and provision to facilitate disabled access and movement within the site and to the buildings permitted shall be submitted to and approved in writing by the Local Planning Authority and shall be implemented before the use is commenced or the building is occupied.

Reason: To ensure adequate provision for access within the development.

44 Full details of the proposed CCTV facilities within the site and lighting for the car park and cycle route shall be submitted to and approved in writing by the LPA, prior to any part of the development being brought into use.

Reason: In the interests of safety and visual amenity.

45 The operation and management of the apartment block car parks shall be undertaken in accordance with car park management schemes which shall previously have been submitted to and agreed in writing with the Local Planning Authority for each phase of the development, and shall not be revised without the prior written approval of the LPA.

Reason: In order to ensure the efficient operation of these facilities, in the interests of the safety and convenience of highway users.

46 The development shall make provision for the linkage of the Foss Walkway adjacent to the Shambles car park with the proposed pedestrian and cycle route within the site. Details of the treatment of the boundary at this south west corner of the site and site levels at the boundary shall be submitted to approved in writing by the Local Planning Authority prior to the phase of development within which it is located is commenced. Thereafter the agreed treatment shall be retained at all times unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to safeguard the future provision of a continuous route along the north bank of the Foss at this point, in accordance with the objectives of the Foss Walkway Strategy.

7.0 INFORMATIVES:

Notes to Applicant

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;

- implications on the comprehensive redevelopment of the Hungate site
- design and appearance
- landscaping
- affordable housing /mix of house types
- highway safety
- sustainability

As such the proposal complies with Policies GP1, GP4a, GP9, HE2, H2A, H3C and T4 of the City of York Development Control Local Plan.

2. Your attention is drawn to the existence of a legal obligation under Section 106 of the Town and Country Planning Act 1990 relating to this development, which will need to varied and agreed in writing with the Local Planning Authority.

3. The reserved matters applications will be expected to demonstrate compliance with the principles of the Secure By Design initiative and Designing out Crime guidance, and should the design details be formulated in full consultation with the Police Architectural Liaison Officer.

Contact details:

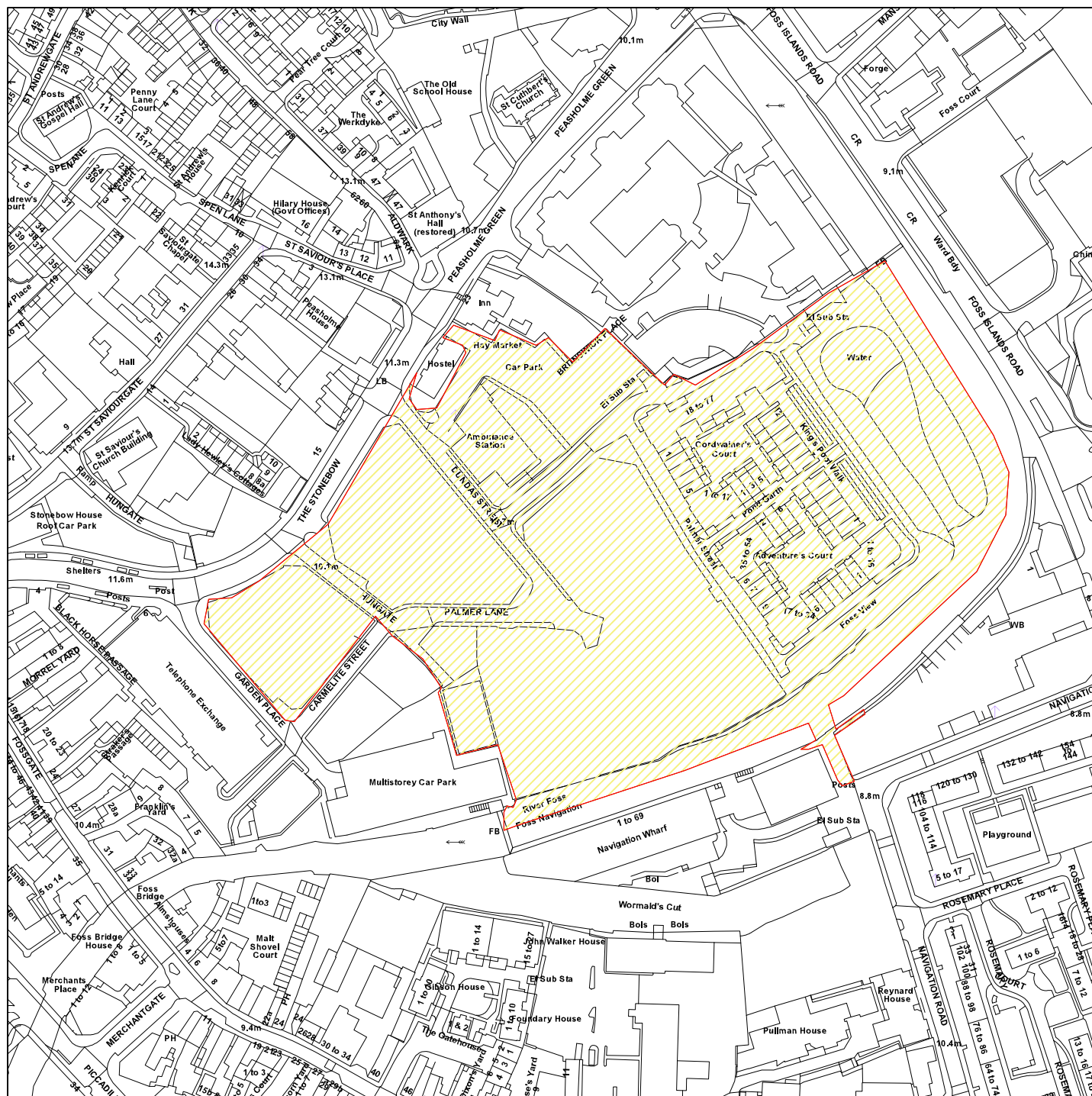
Author: Rachel Tyas Development Management Officer (Wed - Fri)

Tel No: 01904 551610

10/02527/OUTM



GIS by ESRI (UK)



Scale : 1:2500

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Organisation	City of York Council
Department	Planning & Sustainable Development
Comments	Application site
Date	14 March 2011
SLA Number	Not set

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COMMITTEE REPORT

Date: 24 March 2011 **Ward:** Guildhall
Team: Major and Commercial **Parish:** Guildhall Planning Panel
Team

Reference: 10/02534/REMM
Application at: Hungate Development Site Hungate York
For: Variation of conditions 1, 6 and 8 of planning approval 07/01901/REMM for the erection of part 5, part 6 storey residential building with ground floor commercial units to allow revisions to the elevations, an increase in height, an increase in the number of residential units from 154 to 175 and reduction in the amount of commercial floorspace
By: Hungate (York) Regeneration Ltd
Application Type: Major Reserved Matters Application (13w)
Target Date: 27 January 2011
Recommendation: Approve subject to Section 106 Agreement

1.0 PROPOSAL**THE SITE**

1.1 This application relates to the Hungate development site, which is located between the Stonebow to the northwest and the River Foss to the south. This particular application relates to Phase 2 (Block E), which would sit between the built and occupied Block C to the east and the focal building to the west.

THE PROPOSAL

1.2 The application seeks to vary conditions 1, 6 and 8 of the Reserved Matters Approval for Phase 2, which was issued in November 2007. Condition 1 specifies the list of approved plans and associated documents, Condition 6 refers to the partial use of the riverside walkway for tables and chairs associated with commercial premises and condition 8 refers to a soft landscaping drawing. The application proposes the following key revisions;

- (i) an increase in the number of residential units from 154 to 175
- (ii) a reduction in the amount of commercial floorspace
- (iii) amendments to the treatment of the elevations
- (iv) a 1 metre increase in the height of the building on 2 corner sections of the 6 storey element of the building.

1.3 Members will note that an application (10/2527/OUT) to vary conditions on the outline approval (issued July 2006) to reflect the proposed revisions to the Phase 2 building and to alter the footprint of the focal building , is also on this months agenda. This application is referenced 10/2527/OUT.

2.0 POLICY CONTEXT

2.1 Development Plan Allocation:

Areas of Archaeological Interest GMS Constraints: City Centre Area 0006

Conservation Area GMS Constraints: Central Historic Core CONF

Contaminated Land GMS Constraints:

City Boundary GMS Constraints: York City Boundary 0001

DC Area Teams GMS Constraints: Central Area 0002

2.2 Policies:

CYGP1
Design

CYGP4A
Sustainability

CYGP9
Landscaping

CYHE2
Development in historic locations

CYH2A
Affordable Housing

CYH3C
Mix of Dwellings on Housing Site

CYT4
Cycle parking standards

3.0 CONSULTATIONS

INTERNAL

Renaissance Team

3.1 In addition to the conditioning of materials, recommend conditioning a range of design details, for instance window treatments, ground floor louvre details and the articulation at ground floor.

3.2 In relation to height increase; Overall, the benefits outweigh any negative impacts. Do not consider the small proportion of the roof projecting above the imaginary upper limit line by this limited height increase will be perceptible when it is

built. However, recommend that this upper limit is not amended for other changes and that all subsequent buildings are still assessed against this line as agreed in the outline permission and a similar balance of benefits is assessed against any necessary subsequent assessment of building heights.

Design, Conservation and Sustainable Development

3.3 A commitment to a more garden like scheme with greater detail is required given that this outdoor space is integral to the success of the development. Details for riverside landscape/management and Pound Lane is also required.

Highway Network Management

3.4 No objections subject to the revised Section 106 to ensure all previous obligations and conditions remain.

Environmental Protection Unit

3.5 No objections to the proposed changes. With respects to air quality, and based on the proposed provision of 51 car parking spaces, request the installation of a minimum of 5 electric vehicle recharge points within the proposed development to promote the use of electric vehicles.

Communities and Neighbourhoods

3.6 The proposal to increase the number of residential units from 154 to 175 is supported by the Housing Development Team. The overall affordable housing requirement at Hungate is 20.38%, which is applicable to each phase. Consequently Phase 2 will now provide 35 affordable units, which represents an additional 4 affordable units from the original permission.

EXTERNAL

Environment Agency

3.7 No objection

Guildhall Planning Panel

3.8 Object. We believed at the time that the Hungate scheme was already an overdevelopment. The proposed amendments would further lead to an increase in density.

Publicity

3.9 The application was publicised by site notice, press notice and letters of neighbour notification. The deadline for comments was 10 March 2011. A letter has been received from a resident of Rowntree Wharf objecting to the proposal for the following reason;

(i) Phase 2 included cafes and commercial units at ground floor facing the river. This design was the result of a public display and previous consultation with residents. The developer has no way of knowing what particular aspect of the design appealed to the public and it is presumptuous to state that the changes would result in minor view changes. Why was this application submitted without further and wider consultation with the public? Many will be unaware of the changes.

(ii) Although the committee approved the outline plan there was strong opposition from other party councillors and the general public with respects to population density. The planned population density of the site was excessive but this has now increased for the phase 2 building and will lead to slums later in the century.

3.10 A further letter has been received requesting that the Council consider population density when reviewing this application. The letter states that York currently has a relatively low population density, however there is a potential for this site to have the highest density of any area in York, even without this requested change by the developer.

4.0 APPRAISAL

4.1 KEY ISSUES;

- Implications on the comprehensive redevelopment of the Hungate site as agreed in the outline application
- Loss of commercial space
- Housing amount, size and type
- Affordable Housing
- Design and external appearance
- Landscaping
- Highways, car and cycle parking

PLANNING POLICIES

4.2 The application is to be considered in the context of the principles established in the development brief and relevant national and local plan policies.

4.3 The Hungate site was allocated for mixed use (employment and residential) development in the City of York Deposit Draft Local Plan, May 1998. In the 4th set of changes (2005) the site is allocated for premier employment use (B1) and an estimated capacity of 600 new homes, 180 of which could be affordable.

4.4 A development brief for the site, setting out the Council's requirements and aspirations for its development, was approved for consultation purposes in December 2004. The document was approved for the purposes of guiding planning applications for the development of the site in March 2005.

4.5 Although not planning policy, the details of this application should be derived from the Design Code submitted in January 2005 and the Design Statement (November 2004) associated with the outline application (02/03741/OUT).

IMPLICATIONS ON THE COMPREHENSIVE REDEVELOPMENT OF THE HUNGATE SITE AS AGREED IN THE OUTLINE APPLICATION

4.6 At outline stage it was proposed that block E would be of mixed use, providing 762m squared internal space for A1 and A3 uses and 10,557m squared dedicated to residential development (which would provide 163 units). The commercial element was at ground floor level, facing west towards the proposed focal building.

4.7 The reserved matters application proposed an increase in the extent of commercial floorspace with 1151m squared of A1/A3 use and 10,384m squared dedicated to residential (154 units). The additional commercial space was a result of the proposal to have commercial units at ground floor level facing the River Foss as well as facing west towards the focal building.

4.8 This application seeks to revert to the outline approval insofar as replacing the commercial units on the riverside with residential accommodation. Five commercial units would be retained on the elevation facing the focal building but the units would be shallower in depth as rather than the commercial units extending to the inner courtyard, the "inner" half of this elevation would be given over to residential accommodation. This would provide 331m squared internal space for A1 / A3 use and 13,863m squared dedicated to residential (175 units). This represents an additional 12 units above the figure of 163 approved at outline stage.

REDUCTION IN COMMERCIAL SPACE

4.9 Although this proposal involves a reduction of 431m sq. of commercial floorspace from the outline approval, commercial units would continue to occupy the frontage to the new street created between the Focal Building and Block E, from Palmer Street to Friars Quay leading to the Riverside. The siting of commercial units along this street is considered important to the success of this mixed use scheme as it creates an active frontage onto Friars Quay public open space and St. Johns Square.

4.10 The quayside itself consists of the walkway along the river frontage and Friar's Quay, opposite Rowntree Wharf. Although the mixed uses along the river frontage are no longer proposed, Officers are satisfied that activity would still be encouraged through a pedestrian walkway at lower level and a series of raised terraces serving the residential dwellings at an upper level.

HOUSING NUMBERS, SIZE AND TYPE

4.11 The amount of residential units for the whole site was agreed at outline stage, 720 were proposed overall. 163 of which would be in block E. With the increase in the extent of the commercial floorspace, the reserved matters application for block E proposed 154 residential units, 9 No. less than detailed in the outline approval. This proposal seeks permission for 175 units, 12 more than the outline approval.

4.12 As with Phase 1, the amount of units proposed differs from the outline approval. In Phase 1, the number of units increased by 41 between the outline and reserved matters approvals. Further to this, Members will recall that an application to convert 7 of the existing townhouses to form 14 No. duplex apartments was

approved at the January meeting (10/2646/FULM). Taking together the 48 additional units approved in Phase 1 and the 12 additional units proposed in this application, Officers acknowledge that approval of this application would equate to an additional 60 residential units within Phases 1 and 2 to the numbers of units approved in the outline scheme.

4.13 Officers raise no objection to the proposed increase in the number of units in phase 2. It is accepted that in a large, phased development such as Hungate, flexibility is desirable in order to incorporate up to date information on demand over the duration of the whole scheme. It is noted however that the outline application was considered on the basis of 720 units, both in terms of its implications for housing supply and in order to calculate the Section 106 contributions for affordable housing, highways, education and leisure provision. The applicants have confirmed that it is not their intention at this stage to exceed the 720 units approved on the site and numbers will be regularised as subsequent phases of the scheme are progressed. This can be monitored on a phase by phase basis.

4.14 Members may recall that the resolution to approve application 10/2646/FULM (referred to in paragraph 4.11) was subject to the planning obligation for the Hungate site being updated to ensure numbers across the site do not exceed 720 without due reconsideration of the key principles and recalculation of S106 requirements in accordance with site viability. This deed of variation to the Section 106 Agreement is in the process of being drafted.

4.15 Draft Local Plan Policy H3c states that a mix of new house types, sizes and tenures will be required on all residential development sites where appropriate to the location and nature of development.

4.16 The masterplan (agreed at outline stage) stated there would be 10,557m² of residential floorspace creating 163 dwellings. The reserved matters approval details 10,384 m square of residential floorspace creating 154 dwellings. This application proposes 13,863m squared dedicated to residential creating 175 units. The dwelling size (by bedroom) for each scheme is as follows

Outline

1-bed = 25.2%

2-bed = 69.3%

3-bed = 5.5%

The approved reserved matters

Studio = 3.3%

1-bed = 20.8%

2-bed = 67.5%

3-bed = 8.4%

The proposed variation to the reserved matters approval;

1-bed = 41.7%

2-bed = 48.6%

3-bed = 9.7%

4.17 In comparison with the outline scheme, this application proposes 32 additional one bed units, 28 less two bed units and 8 more three bed units. Although the increase in the number of one bed units at the expense of the 2 bed units is noted, the proportion of each overall is considered acceptable. The increase in 3 bed units from the outline application is welcomed. Overall the mix within block E is considered to be reasonable.

AFFORDABLE HOUSING

4.18 Policy H2a of the Draft Local Plan states affordable housing should be distributed throughout a housing development rather than concentrated in one area, commonly known as pepper potting. The policy also sets targets for affordable housing and the percentages of rented and sale units. For Hungate, the figures were set at outline stage.

4.19 The overall affordable housing requirement at Hungate is 20.38%, which is applicable to each phase. Consequently Phase 2 will now provide 35 affordable units, which represents an additional 4 affordable units from the original permission. The 35 affordable units which would be provided in Phase 2 are as follows;

Social Rent

1 bed	11
2 bed	11

Discount Sale

1 bed	7
2 bed	6

4.20 The percentage of affordable housing provided in Phase 2 is appropriate. Only one and two bed affordable units are proposed, this is considered to be acceptable because 5 of the 4 bed townhouses in Phase 1 are affordable. Phase 2 will provide 6 car parking spaces for the affordable housing units within this phase, with a further 14 spaces still to be provided in later phases.

4.21 With reference to pepper-potting and the statement within Policy H2a that affordable housing should be distributed throughout a housing development rather than concentrated in one area, Officers note that the high service charges associated with the development have a significant impact on the affordability of both the social rent and Discount Sale units. Consequently Officers accept the proposal for the affordable housing in this phase to be contained in one complete service core. The Registered Provider (RP) with responsibility for the affordable properties would be granted a long leasehold interest and would manage that core, setting their own management charges subject to meeting the standards of Hungate (York) Regeneration Ltd. The RP would also be able to agree the specification within the internal public areas of the core to minimise the service charges. This would allow the homes to be meaningfully affordable.

DESIGN AND EXTERNAL APPEARANCE

4.22 This proposal to increase the residential element of Phase 2 with the loss of commercial floorspace would involve changes to the elevations as approved in the

2007 Reserved Matters scheme. Such changes need to be assessed against Policy GP1 and HE2 of the Local Plan and the Hungate Development Brief and Design Statement.

4.23 Policy GP1 of the Draft Local Plan refers to design. It states that development proposals must, respect or enhance the local environment; be of a density, layout, scale, mass and design that is compatible with the surrounding area; retain, enhance, or create urban spaces; provide amenity space and space for waste storage; ensure no undue adverse impact from noise disturbance, overlooking, overshadowing or overdominance. Policy HE2 (Local Plan) states that in areas adjoining conservation areas, development proposals are expected to respect adjacent buildings, open spaces, landmarks and settings and have regard to local scale, proportion, detail and materials.

4.24 The Hungate Development Brief states that the site should be a place with a unique identity, which respects the strong character of surrounding areas and buildings, particularly the built and natural environment and the landscape and ecology of the River Foss. Variations in height, roof modelling, elevational treatment and a selection of materials should be used. There should be a variety of heights adjacent the River Foss to provide varied form and roofscapes, and the canalisation of the river should be avoided.

4.25 The design statement advised that block E would be made up of a landmark corner facing St John's Square, the west elevation (facing the focal building) would be of a scale and style that created a sense of enclosure and grandeur appropriate to public open space. The north and east elevations would reflect the traditional vertical emphasis of York Streets and use a variety of materials and roof shapes/heights. The Foss facing elevation would have a warehouse aesthetic, of similar scale and (repetitive) appearance to Navigation Wharf. The building would vary in height, at its lowest, a small two-storey area parallel with the focal building, at its highest 6-storey facing the river.

HEIGHT

4.26 The proposed height of the Phase 2 building requires a variation of Condition 6 of the outline permission. This condition requires that no buildings shall exceed the building ridge heights as specified on the sectional drawings detailed in the Design Statement. One of these sectional drawings shows a line drawn between the ridge of Rowntree Wharf and the roof line of St. Saviourgate and Peasholme House and confirms that none of the new buildings in the development would rise above this line.

4.27 Permission is sought for the building height of Block E to exceed this line by 1 metre on 2 corner sections of the 6 storey element of the Phase 2 building fronting the riverside as a result of an increase in floor to floor heights and the architectural form of the roofscape in providing roofs with a suitable pitch. The agent has clarified that the proposed increase is a result of the building being designed with maximum flexibility for the future to achieve the desired levels of sustainability. This has been achieved by incorporating space in the basement for a centralised heating system, extra service risers and an increased space within the corridor ceilings to provide the required pipe work. The objective is to maintain a minimum standard of code for

sustainable homes level 3 and lifetime homes with 15% of the properties improved to meet level 4 in order to provide high quality sustainable accommodation.

4.28 A significant subject of debate at the time of the outline application concerned the height of the Hungate development. With reference to the River Foss frontage of the scheme and in particular the relationship to the Navigation Wharf Grade II listed building, the approach adopted was to reflect the wharf like characteristics across the river by including buildings of a similar but slightly lower height to Navigation Wharf.

4.29 Only a small proportion of the building would project one metre above the imaginary line drawn between the ridge of Peasholme House and that of Rowntree Wharf and in the context of Local Plan Policy GP4a, which refers to the fact that proposals should have regard to the principles of sustainable development, Officers are satisfied that the benefits to be achieved from the additional height outweigh the minimal visual impact which would result from the increase.

ELEVATIONAL TREATMENT

4.30 The proposed amendments to the elevations are considered to remain true to the development brief and outline permission. Reflective of the design code, buildings within streets tend to be narrower plots and express their individuality through changes in material, fenestration, storey height and roof form. The elevations denote the principle of a bottom middle and top through the expression of a plinth and also a variety of methods of dealing with a setback uppermost storey at roof level. In terms of roof detailing, the amended elevations provide a variation in ridge and eaves heights and articulation. The proposals include a number of the established roof solutions found in York such as setback, dormer, gable, pitched, mansard and parapet.

Riverside Elevation

4.31 The Design code identified the elevation fronting the river as a "set piece", which could reflect the industrial waterside heritage of the site, possibly using a warehouse vernacular. These principles are adopted by the amended scheme which uses a number of established warehouse aesthetic devices, symmetry and order and closely follow the approved phase two reserved matters approval.

Commercial elements

4.32 Similar to the reserved matters approval, the commercial elements will be predominantly glazed. The detailed design of the commercial units is proposed to be agreed by condition, to ensure a consistent but flexible approach to shopfront detail and advertisements.

4.33 Overall, the design is considered to be true to the development brief and outline permission. Block E would have identity and character and respect its settings.

LANDSCAPING

4.34 The schedule of accommodation for this phase of development should provide 2646m sq. of amenity space and 833m sq. of children's play space. The courtyard within the Phase 2 building is approximately 1170m² and given that there is a lack of private gardens and open space elsewhere within the Hungate development, it is considered essential that the courtyard provides an immediate, appealing, useable outdoor "garden" space for all potential residents, including children. The two key functions the courtyard should therefore fulfil are for it to be an attractive space to look across and for the space to provide a communal garden area that can be used for sitting and general play.

4.35 The submitted landscape proposals for the courtyard of the Phase 2 building differ from the plans approved in the Reserved Matters scheme with this proposal involving extensive areas of reflective pools bound by formal hedges with the whole area being punctuated with standard trees in containers. This is considered to be at odds with the key functions of the courtyard and the applicant has therefore been asked to amend the scheme to provide more useable garden space and planting. Members will be updated at the meeting.

4.36 The proposed location of block E and the river walkway, in close proximity to the River Foss, are in accordance with approved details at outline stage and the development brief. In addition to the vegetation on the river bank there would be a further strip of ground cover planting that would vary in width, between 1.5m and 3m. The detailed scheme of vegetation at the edge of the river and the scheme of works for the riverbank wall (condition 20 of the outline approval) are covered separately in the Ecological Management Plan. However the implementation of planting within the river banks and planting / landscaping works between the river wall and pavement should be completed within this phase of the built development, therefore details of work and planting to the riverside have been requested. It is anticipated that this information will be available at the Meeting. Additional details of the materials and layout of the walkway are proposed as a condition of approval.

HIGHWAYS, CAR AND CYCLE PARKING

4.37 Policy T4 of the City of York Local Plan seeks to maintain and promote cycle use.

4.38 139 cycle spaces are proposed for residents. This amount equates to one space per 72% of the units. The cycle provision is in accordance with the ratio agreed at outline stage. A further 32 spaces are proposed for the commercial units, of these 8 spaces are enclosed within the footprint of the building for use of staff of the commercial units. The remainder of the commercial cycle parking is for public use and the exact locations will be established as further phases come forward as part of a site wide strategy for street furniture.

4.39 51 car parking spaces are proposed, this includes visitor's space and 7.8% of spaces would be for disabled parking. At outline stage 45 spaces were proposed in this block. There are 12 more residential units proposed and 6 more car parking spaces. There is no objection to this variation in numbers, which remains below one

space per unit. 6 parking spaces for the affordable housing units would be provided within this phase.

4.40 With respects to air quality, and based on the proposed provision of 51 car parking spaces, the Environmental Protection Unit have requested the installation of a minimum of 5 electric vehicle recharge points within the proposed development to promote the use of electric vehicles. Although the applicants have agreed to this request, Officers do not consider it reasonable to require the provision of the recharge points by condition. Instead an informative would be attached to the decision.

5.0 CONCLUSION

5.1 The key considerations of this application are whether the proposed revisions to the reserved matters approval are acceptable in the context of the principles established in the Hungate Development Brief, Design Code and Design Statement associated with the outline approval and with relevant national and local plan policies.

5.2 The Hungate scheme is a mixed use development and whilst it is acknowledged that this proposal involves a reduction in the extent of commercial floorspace, Officers are satisfied that the retention of commercial units on the new street created between the Focal Building and Block E will ensure an active frontage onto Friars Quay public open space and St. John's Square. Although the mixed uses along the river frontage are no longer proposed, Officers are satisfied that activity would still be encouraged through a pedestrian walkway at lower level.

5.3 With reference to the proposed increase in the number of units in Phase 2, Officers raise no objection as it is accepted that in a large, phased development such as Hungate, flexibility is desirable in order to incorporate up-to-date information on demand over the duration of the whole scheme. However the outline application was considered on the basis of 720 units both in terms of its implications for housing supply and in order to calculate the Section 106 contributions. Therefore whilst the applicants have confirmed that it is not their intention at this stage to exceed the 720 units and numbers will be regularised as subsequent phases of the scheme are progressed, this can be monitored on a phase by phase basis. Four additional affordable units are to be provided as a result of the increase in the number of units in Phase 2, which is considered to be acceptable.

5.4 In terms of the proposed increase in height of part of the building, Officers are satisfied that the benefits to be achieved in designing a building with maximum flexibility for the future to achieve desired levels of sustainability outweigh the minimal visual impact which would result from the increase. With respects to revisions to the elevations, Officers consider that the plans adhere to Condition 5 of the outline, which requires that the external design details for each of the development shall be fully in accordance with the submitted Design Code. There are concerns with the submitted landscaping scheme in terms of the lack of useable garden space and planting, however it is anticipated that amended plans will be available at the Meeting.

5.5 The cycle provision is in accordance with the ratio agreed at outline stage and the number of proposed car parking spaces remains below one space per unit, which is acceptable.

5.6 Subject to conditions, as set out below, arising from the details submitted and therefore supplementing the conditions of the outline approval, it is recommended that the application be approved, also subject to the variation of the S106 Agreement to refer to this application.

6.0 RECOMMENDATION: Approve subject to Section 106 Agreement

1 The development hereby permitted shall be carried out in accordance with the following plans and other submitted details:-

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

2 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.

- a/- Roof panels
- b/- Chimneys
- c/- Vertical dividing fin(s)
- d/- Typical eaves, verge and parapet details
- e/- Soffit overhang
- f/- Columns including bases and capitols
- g/- All types of windows and window systems (1:20 + larger scale details, door openings showing reveals, lintels and cills)
- h/- Glazing
- i/- Terrace and balconies including soffits and doors onto balconies
- j/- Main entrance doors, door surrounds and canopies
- k/- Letterboxes
- l/- Shafts into basement car park
- m/- Vents for car park

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

3 VISQ8 Samples of exterior materials to be app

4 Sample panels of the brickwork and stonework to be used on this development shall be erected on the site and shall illustrate the colour, texture and bonding of brickwork/ stonework 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. These panels 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 Prior to first occupation of the commercial units a detailed scheme for the design of the shopfronts (1:20 elevations and sections) and the proposed means of advertising each premises, including illumination, shall be submitted to and agreed by the Local Planning Authority. The commercial premises shall be developed in accordance with the approved scheme, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To achieve a consistent acceptable appearance.

6 Prior to development commencing detailed floor plans, elevations and section drawings of the river walkway including the proposed bridge supports, railings and pedestrian routes, shall be submitted to and agreed in writing by the Local Planning Authority and the development implemented in accordance with the approved details.

Reason: In the interests of design.

7 Details of the scheme of lighting for the internal courtyard area shall be submitted, agreed to by the Local Planning Authority and implemented in accordance with the approved details prior to first occupation.

Reason: In the interests of visual amenity and safety.

8 The commercial premises shall not be open to customers outside the following hours:

Sunday to Thursday 07:00 to 23:00
Fridays and Saturdays 07:00 to 24:00

All associated cleaning up, clearing of outdoor tables and disposal of waste shall be completed within 30 minutes of the required closing time.

All tables and chairs shall be either fixed to the ground or stored within the premises outside the permitted hours of operation.

Reason: In the interests of residential and visual amenity.

9 Prior to occupation of the commercial units, a noise management scheme, which shall specify how noise emanating from the units shall be controlled, shall be agreed to by the Local Planning Authority and the agreed scheme adhered to at all times.

Reason: In the interests of amenity.

10 No external speakers shall be installed at the commercial premises.

Reason: In the interests of local and residential amenity.

11 Prior to development commencing a drawing illustrating the amount and location of car parking spaces for the affordable units shall be submitted to and agreed to in writing by the Local Planning Authority. The spaces shall be retained for such thereafter.

Reason: To ensure an adequate amount of car parking for affordable dwellings.

12 Prior to development commencing, detailed plans of the route between block E and the focal building showing the split between pedestrian areas and areas allocated for tables and chairs, shall be submitted to and agreed in writing by the Local Planning Authority and the development implemented in accordance with the approved details.

Tables and chairs shall be confined to the agreed areas at all times unless otherwise agreed by the Local Planning Authority.

Reason: In the interests of design and highway safety.

7.0 INFORMATIVES: Notes to Applicant

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;

- design and appearance
- landscaping
- affordable housing/mix of house types
- sustainability

As such the proposal complies with Policies GP1, GP3, GP4A, GP9, GP11, GP15, HE2, H2, H3C, T4 and S6 of the City of York Local Plan Deposit Draft.

2. SECURED BY DESIGN

Your attention is drawn to potential crime reduction by considering the Police 'Secured by Design' Award Scheme for this site. Full details and an application form for the scheme can be found on www.securedbydesign.com

3. SEWERS

You are advised that consent must be gained from Yorkshire Water to divert any public sewers.

4. AIR QUALITY

In line with City of York Council's emerging Low Emission Strategy, electric recharge points are currently being sought on new developments wherever appropriate. A

Supplementary Planning Document is currently being jointly developed by the Environmental Protection Unit and City Development, which will set out standards for electric vehicle recharge points on all new developments.

It is requested that a minimum of 5 electric vehicle recharge points be installed within the proposed development to promote the use of electric vehicles.

It is recommended that any flood sensitive equipment such as electrical sockets in the basement are raised above potential flood levels.

Contact details:

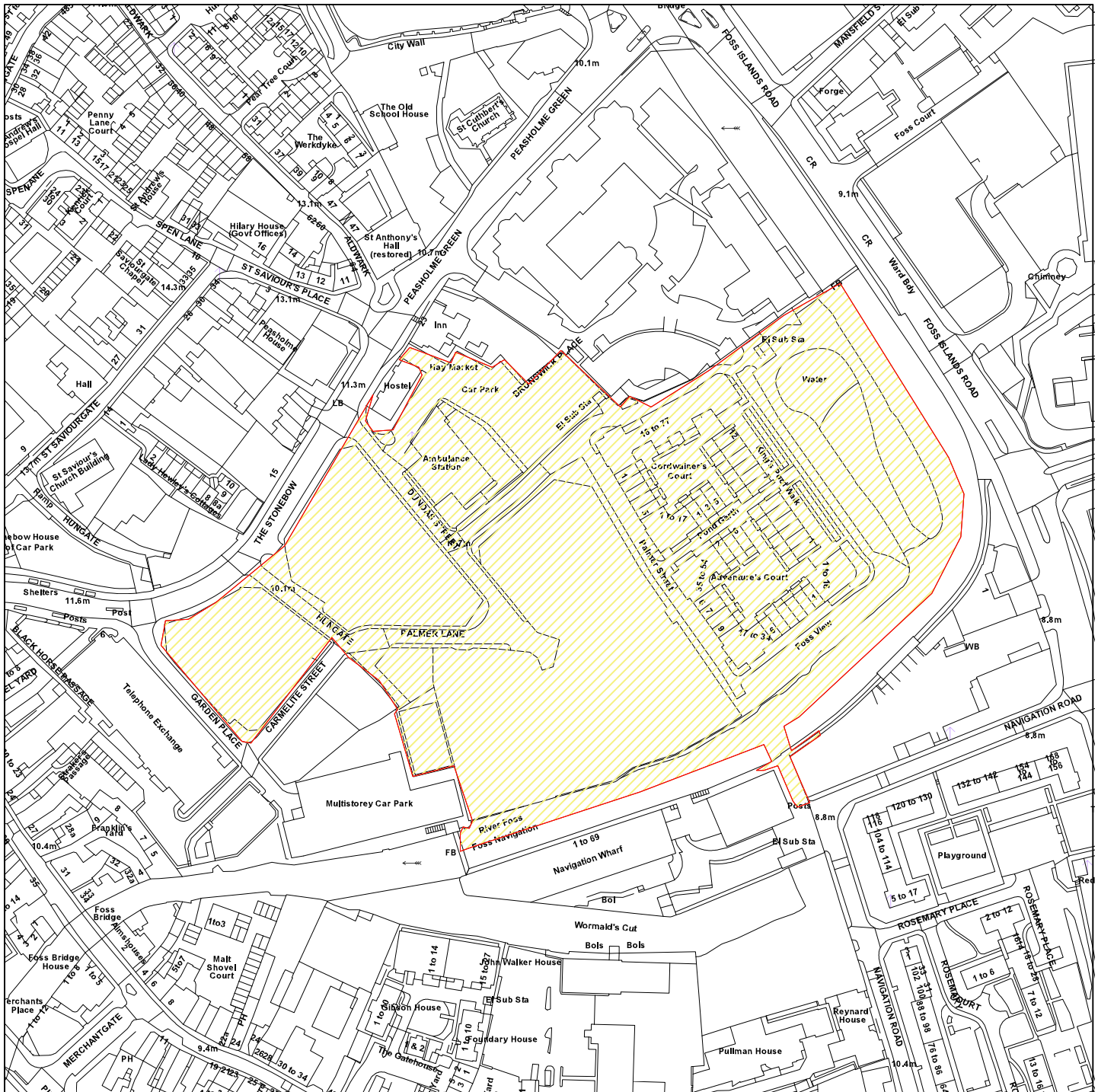
Author: Rachel Tyas Development Management Officer (Wed - Fri)

Tel No: 01904 551610

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Hungate Development Site

10/02534/REMM



Scale : 1:2500

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Organisation	City of York Council
Department	Planning & Sustainable Development
Comments	Application site
Date	14 March 2011
SLA Number	Not set

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Planning Committee

24th March 2011

Report of the Assistant Director of Planning and Sustainable Development

THREE CONSERVATION AREA APPRAISALS FOR STRENSALL, STRENSALL RAILWAY BUILDINGS AND TOWTHORPE VILLAGE CONSERVATION AREAS: RESULTS OF CONSULTATION AND FINAL DRAFTS FOR APPROVAL

Summary

1. This report presents the results of a public consultation exercise on the three separate draft Conservation Area Character Appraisals for the neighbouring conservation areas of Strensall (No.23, 19.16ha), Strensall Railway Buildings (No.31, 1.58ha) and Towthorpe Village (No.32, 8.81ha). The appraisals include a review of existing boundaries. The report recommends that, following minor revisions to the appraisals, they are approved as supporting documents to existing City of York Council conservation policies. The appraisals would also inform the emerging Local Development Framework.

Background

2. A conservation area appraisal defines in detail the special architectural and historic interest of an area; by doing so it explains why an area is worthy of protection and it provides a clear basis on which to formulate and evaluate development proposals. An important aspect of the appraisal process is a review of the appropriateness of the existing boundary.
3. The draft appraisals were approved for consultation by Planning Committee on 25th November 2010.

Consultation

4. The consultation exercise ran from 10th December until 28th January 2011, a period of six weeks, and it was facilitated by the Community Planning team. Strensall and Towthorpe Parish Council were actively involved in leaflet delivery and hosted the exhibition. Public consultation used the following methods:
 - a) A single leaflet summarising the three appraisals and boundary changes, with a tear-off comments slip, were distributed to all properties within and surrounding the proposed conservation area (approximately 440 leaflets as opposed to the whole parish which would be approximately 2372 households). The map in Annex B shows the existing Conservation Area boundaries, proposed amendments, and delivery areas for the leaflet.

- b) Copies of the appraisal document were made available at the Council offices in St Leonard's Place, Strensall with Towthorpe Parish Council Office, Strensall Library, The Half Moon, The Ship Inn and Delicious at York Delicatessen, as well as on the Council website and Strensall with Towthorpe Parish Council website.
- c) An exhibition of the appraisal was held by representatives of the consultants and the City of York Council, followed by discussion as an agenda item at Strensall Parish Council meeting on 11th January 2011.
- d) A letter to consultees and appropriate amenity bodies (see list of consultees in Annex A).
- e) A press release was sent to the York Press, and posters advertising the exhibition and meeting on the 11th January and also where the appraisals can be viewed were placed in local venues in order to promote it to the wider village residents. An article also featured in the December/ January parish 'Outreach' magazine which was delivered to each property in Strensall and Towthorpe.

31 replies were received representing a response rate of 7% within the leafleted area. Many of the responses received were very detailed. The full list of responses is recorded at Annex C with specific comments from officers alongside.

Character

- 5. Question 1 in the summary leaflet asked, **"In your opinion, do Strensall, Strensall Railway Buildings and/ or Towthorpe have any other qualities not mentioned in the character appraisals?"**
- 6. Responses did not identify any new positive qualities pertinent to these conservation areas though further information was received in respect of the signal box within the Strensall Railway Buildings conservation area and this allows some clarification of the text. No comments were received in respect of the proposed renaming of the Towthorpe conservation area (previously Towthorpe Village which appeared to misrepresent the agricultural hamlet – see note on page 1 of Towthorpe appraisal). In addition, the River Foss Society have drawn attention to the significant industrial archaeology of the Foss Navigation through Strensall and their recording work should be referenced in the text.
- 7. Annex C provides a full list of the comments received with officer responses alongside. These include points of clarification, particularly in respect of existing protection of the surrounding landscape outside the built-up areas, and in respect of the openness of the Towthorpe Conservation area which is "washed over" as greenbelt. Matters such as additional tree protection, action on redundant and problem buildings within Strensall, and on street lighting will be referred to the relevant sections of the Local Authority for action. In summary the following additional points have been raised:

- need to survey the village trees and those affecting immediate settings and views with the intention of providing protection through Tree Preservation Orders
 - open views to the south across fields and between buildings to be acknowledged in the Strensall Conservation Area appraisal
 - the extent of survival of the former locks, bi-pass channels & landing areas running north-eastwards from Strensall New Bridge and out beyond the conservation area as far as the double lock at Lock House should be mentioned in the Strensall Conservation Area Appraisal
8. Please see Annex C for a full list of officer recommendations and proposed changes to the documents.

Boundary Reviews

9. Question 2 in the summary leaflet asked, **“Do you think the boundaries for the three Conservation Areas are correct? If not, how do you think they should be changed?”**
10. With a notable exception (Strensall Railway Buildings Area A) responses generally indicated support for the boundary changes as proposed. A number of suggestions were made for extending the boundaries to include the wider landscape which has protection through various other means such as green belt status, Common Land registration, SSSI or SINC status. Existing designations have been checked with the countryside officer and they are considered the appropriate means of protection for such areas outside the main body of the built-up area.
11. Suggestions for including additional buildings have been assessed not only on individual merit but whether they would make a special contribution to the character and appearance of the area as a whole. It is important to ensure that the special qualities of each conservation area are not devalued through quite ordinary inclusions.
12. **Strensall** - Suggestions for amendments to the conservation area included:
- *Areas bounded by Ox Carr Lane and Flaxton Road encompassing the properties that front these roads running from Pasture Close and up to Lords Moor Lane to preserve the heritage and landscape of the area (Annex C 3).* The open fields between the railway line and the village. These areas were discounted for reasons in 10 & 11 above.
 - *Add the other two canal locks and former tow path linking the three locks (Annex C 27).* One lock is within the greenbelt and well outside the village, and the other is just north of Strensall Bridge in an area protected as open space (GP7). The former tow path is now recommended for inclusion (ref Annex E).
 - *Remove modern houses in Northfields which are out of context in the conservation area (Annex C 6).* This was considered as Area A in the boundary review, though the idea was rejected on historical rather than architectural grounds.

13. **Strensall Railway Buildings** - Suggestions for amendments to the conservation area included:
- *Oppose 101 The Village, poor architectural merit, and derelict builder's yard - former station yard (Annex C18).* There are social reasons for including 101 The Village; and the builder's yard is already noted as making a negative contribution to the area.
 - *Add two cottages and one house along Brecks Lane associated with the old brick and tileworks (Annex C 19).* Their exclusion has been recommended on the basis of 11 above. These houses are much altered and the works has ceased.
 - *Network Rail concerns about the inclusion of the former station yard (Annex C 20).* A change of wording is recommended to allay fears concerning the site's potential as a future station stop.
14. **Towthorpe** – no suggestions for alterations to the boundary were submitted.
15. It is therefore proposed that the boundaries of “Strensall Railway Buildings” and “Towthorpe” Conservation Areas are extended as recommended in the draft Appraisals. The boundary of Strensall Conservation Area is proposed to be amended as shown in Annex E. This represents the proposed boundary as shown in the draft appraisal document with the addition of the tow-path on the northern bank of the Foss as recommended in Annex C para 27.

Options

16. Option 1 - Approve the draft document(s) as amended by the suggested changes in Annex C and Annex E (revised boundary map for Strensall)
17. Option 2 - Approve the draft document(s) with further changes or fewer changes than proposed above.
18. Option 3 – Do not approve the draft document(s) and boundary review proposals.

Analysis

19. Option 1 - All responses to the consultation were given full consideration and assessed in relation to government policy and English Heritage Guidance. The amendments set out in Annex C reflect the outcome of deliberations. With these amendments incorporated it is considered that the appraisals would be robust documents, providing a sound basis for developing management proposals and also for making development decisions.
20. Option 2 - Proposals for minor changes could be incorporated into the documents if they are supported by relevant arguments. Any proposals for further boundary extensions should involve an additional period of consultation if they include areas not considered before. It is considered that the exercise so far has resulted in full consideration of the boundary options.

21. Option 3 - Production of the appraisals, including the requirement for boundary review, is in accordance with national guidance on heritage protection. Approval of the documents would assist the Authority in fulfilling its statutory obligations under Section 69 of the (Listed Building and Conservation areas) Act 1990. We are unaware of any valid reasons to resist the appraisals.

Corporate Priorities

22. The appraisals would assist in improving the actual and perceived condition and appearance of each of the conservation areas. This aim supports the following objectives of the corporate strategy: “thriving city”, “inclusive city” “sustainable city”. It would also provide a more informed basis for decision making and for policy formulation.
23. The appraisal would contribute towards the Local Authority’s statutory obligations with regard to conservation areas in their control.

Implications

24. **Financial** - Production of the document will be met by existing budgets
25. **Human Resources** - No implications
26. **Equalities** - Different formats of the finished appraisal will be made available on request.
27. **Legal** - No further implications.
28. **Crime and Disorder** - No implications
29. **Information Technology** - No implications
30. **Property** - No implications
31. **Other** - No other implications

Risk Management

32. There are no known risks associated with the report.

Recommendations

33. Members are asked to agree Option 1, to approve the three draft appraisals (Strensall, Strensall Railway Buildings and Towthorpe Village), as proposed in Annex D1, D2 & D3 and as amended by Annex C, for planning purposes.

Reasons: The documents represent a thorough analysis of the character and appearance of each conservation area and they have been prepared in accordance with current guidance from English Heritage. The boundary reviews have been carried out in accordance with the Planning (Listed Buildings and Conservation Areas) Act 1990 and they conform with the latest policy guidance on the historic environment - PPS 5 and the related planning practice guide. The documents are clearly written and accessible to a wide

range of users. The consultation method and range accords with previous practice. Information and views of consultees have been carefully considered in the amendments proposed. The approval of the documents will assist with the formulation and determination of development proposals both within and adjacent to the 3no conservation areas.

Contact Details

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01904 551694

Report Approved



Date 11 March 2011

Design Conservation and
Sustainable Development

Specialist Implications Officer(s)

There are no specialist implications

Wards Affected: Strensall with Towthorpe

All

☐

For further information please contact the author of the report

Background Papers:

Planning Policy Statement 5 (PPS 5 for DCLG) TSO March 2010
Guidance on Conservation Area Appraisals English Heritage 2006

Annexes

- | | |
|----------|---|
| Annex A | List of consultees |
| Annex B | Map showing public consultation area (delivery area) |
| Annex C | Schedule of consultation responses with proposed amendments |
| Annex D1 | Consultation Draft Strensall Conservation Area Appraisal |
| Annex D2 | Consultation Draft Strensall Railway Buildings Conservation Area Appraisal |
| Annex D3 | Consultation Draft Towthorpe Conservation Area Appraisal |
| Annex E | Map showing proposed amendments to Strensall Conservation Area revised with further boundary extension to include Foss towpath (area D). This map would replace Map no2 within the Appraisal. |

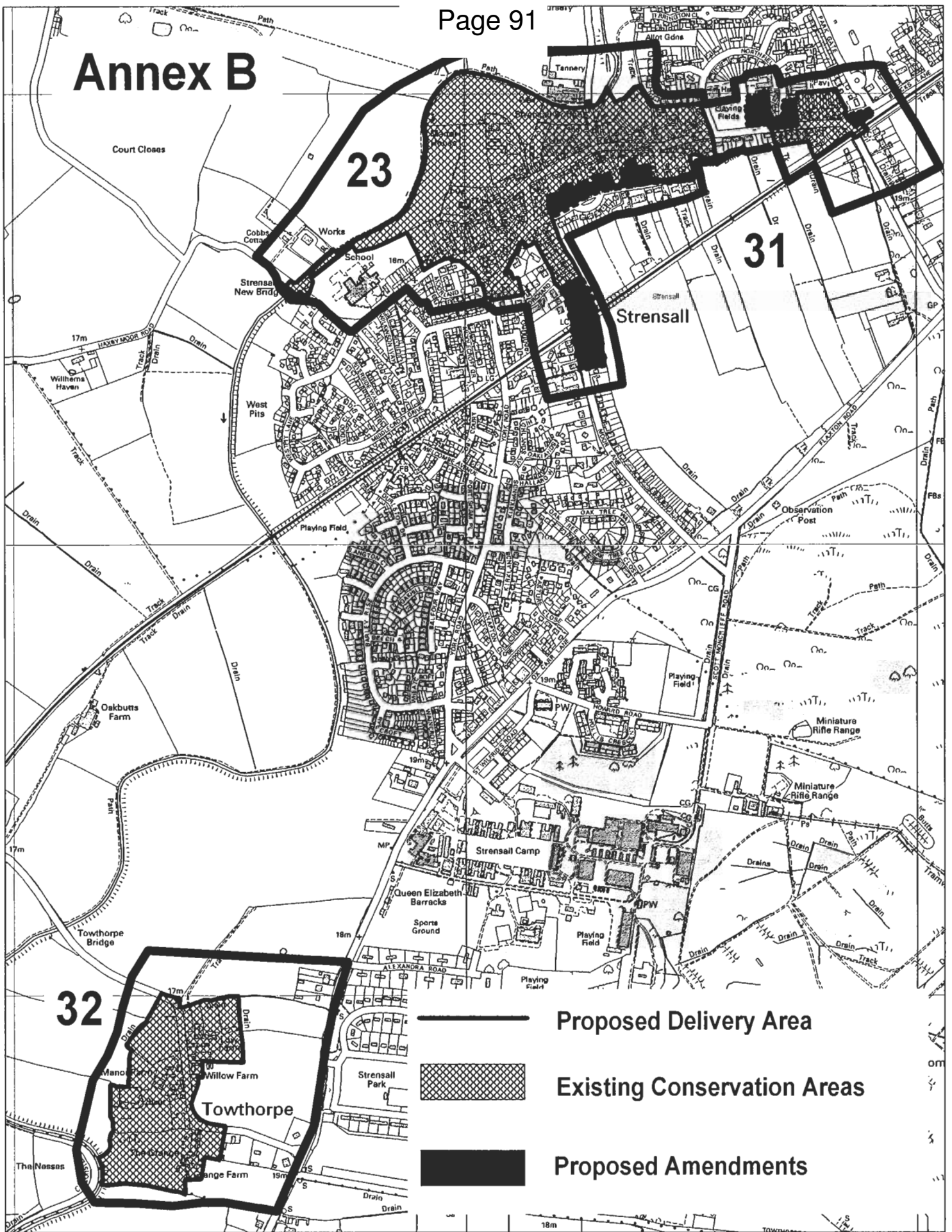
[Please note that colour copies of the maps will be available at the meeting]

ANNEX A – Consultee List for Strensall, Strensall Railway Buildings and Towthorpe Conservation Area Character Appraisals, November 2010

NAME	POSITION	ORGANISATION
Cllr M Kirk	Strensall Ward Councillor	City of York Council
Cllr S Wiseman	Strensall Ward Councillor	City of York Council
TBC	Owner Former Station Yard (Strensall Railway Buildings proposed extension)	Network Rail
Susan Nunn	Clerk	Strensall & Towthorpe Parish Council
Val Jesse	Secretary	Strensall Local History Group
June Card	Secretary	River Foss Society
Alison Sinclair	Chair	York Open Planning Forum
Verlie Riley	Coordinator	Conservation Area Advisory Panel
Dr G Woolley	Chair	CPRE (York and Selby District)
Alison Fisher		English Heritage
Steve Roskams		York Archaeological Forum
Peter Brown	Director	York Civic Trust
David Brinklow	Chairman	Yorkshire Architectural & Archaeological Society
Barry Potter	Chair	York Natural Environment Panel
Lynne Walker		Council for British Archaeology
Judy Jones	Heritage Advisor	British Waterways
Mr J Cornell		Railway Heritage Trust
Sir	Coordinator	Network Rail/ East Coast Mainline
Sir	Coordinator	Victorian Society
Sir	Coordinator	Twentieth Century Society
Michael Slater	Assistant Director	CYC City Strategy
Martin Grainger	Principle Forward Planning Officer	CYC City Development
Derek Gauld	Principle Development Officer	CYC City Development
Esther Priestley	Landscape Architect	CYC DCSD
Bob Missin	Countryside Officer	CYC DCSD
John Oxley	City Archaeologist	CYC DCSD
Verlie Riley	Common Land Officer	CYC DCSD
Bob Sydes	Renaissance Team	CYC DCSD
Jonathan Carr	Head of Development Management	CYC Development Management
Simon Glazier	Team Leader Major & Commercial	CYC Development Management
Gareth Arnold	Team Leader Householders & Small Scale	CYC Development Management
Ian Stokes	Principle Transport Planner - Strategy	CYC Transport Planning Unit
Howard Watson	Area Engineer	CYC Highway Development
Karen Streeton	Support Services Manager	CYC Development Management
Pete Audin	Head of Local Land Charges	CYC Local Land Charges
Andrew Docherty	Assistant Director of Legal Governance and IT	CYC Legal Services
James Nicholson	Neighbourhood Management Officer	CYC Neighbourhood Management Unit

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Annex B



9, St Leonards Place, York, YO1 2ET
Telephone: 01904 551550

CONSERVATION AREAS 23, 31 & 32 - Proposed Delivery Area

SCALE 1:11000

DRAWN BY PSL

DATE 29/10/2010

Engineering Group

Project

Drawing No

CASTDA

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City of York Council UA 4020/2010

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ANNEX C - Schedule of Responses to Strensall Three CAA Consultations (10/12/10 - 28/01/11)

Origin	No.	Comment - Q1 qualities not mentioned?/ Q2 boundary correct?		Officer Response	Officer Recommendation/ Proposed Amendments
CYC Commons Registration	1	I have reviewed the proposed changes and there is no impact on and registered Village Greens or Common Land.		Noted.	No change
Conservation Area Advisory Panel	2	Conservation Area Advisory Panel		Noted.	
		Strensall Railway Buildings: the panel supported proposals to amend the boundary to include Station Yard and drew attention to previous proposals for a new station stop in this location. Officers will seek clarification from Transport Planning (TP3) and from Network Rail.		See 15 and 20.	para 7.05 to be amended see 20
		Towthorpe: The panel were supportive of conclusions that would recognise that the character of the CA was of farm buildings disposed in open space and that the importance of the space between the buildings must be recognised - recommendations should make clear how the character of the CA can be retained.		para 7.02 suggests an approach. The area is washed over as greenbelt and CYC policy SP2 would apply including sequential testing of uses	No change
		The panel highlighted the importance of the last section - "Future Management Suggestions" and recommended that proposals were more specific in each area e.g. which elements should be covered by Article 4 directions?		para 7.04 (Towthorpe) wording to be more directive. Suggestions for general items to be covered in other conservation areas considered adequate. River Lock to be included for Strensall.	Towthorpe 7.04 Article 4 (2) directions should be introduced to cover roofs, doors, windows, porches, boundary walls and gates. This would provide additional protection to the essentially agricultural character of many unlisted buildings within the area. It would also prevent the use of unsympathetic materials/styles. and allow control over design and materials used against the highway. For Strensall - also see no27
Member of Public	3	To help protect the environment and strengthen the character of Strensall this could be an opportunity to include the areas bounded by Ox Carr Lane and Flaxton Road encompassing the properties that front these roads running from Pasture Close and up to Lords Moor Lane. One side of Ox Carr Lane and Flaxton Road sits Strensall Common a SSSI (A Site of Special Scientific Interest) owned by the MOD and under the direction of Natural England. Could this area be given consideration? - separate conservation area of linear form as shown on the attached MAPS, I have include the area of woodland to the rear of Whitewalls, I think this would be an ideal opportunity to preserve the heritage and landscape of the area for future generations.		These areas are outside the village envelope and their protection is adequately covered by green belt policies and the SSSI status of the Common. Conservation Area legislation was introduced to protect the man-made environment and is therefore not appropriate in this instance. For the buildings to be included they should be of special significance to the socio-economic development area or to be of a character which reinforces the special appearance of the area. Please also see no23.	No change
Member of Public	4	No other qualities.	Correct boundaries.	Noted.	No change
Member of Public	5		Conservation area should be extended to include open fields - open space and trees (see map - fields between railway and village).	Please see no3 above. In any future development proposals planners are duty bound by law to take account of the effect of proposals on the setting of conservation areas. English Heritage have brought out specific guidance on setting. The area between the railway lines and the village is within the greenbelt and part of it is a Site of Importance for Nature Conservation (SINC)	No change

Member of Public	6	No, the reports have covered in depth the attributes of the respective areas.	No, the houses in Northfields currently in the CA are modern and out of context for a CA.	Initially these houses were proposed for removal but the site lies close to the heart of the historic village settlement and any redevelopment should be highly controlled due to its potential effect on the church and wider conservation area. So this proposal was reconsidered due to the historic significance of the area and the contribution of the mature trees within it which provide amenity for the wider area. See para 5.06	No change
Member of Public	7	The character appraisals are accurate.	I support the proposals to extend the conservation area.	Noted.	No change
Member of Public	8		My opinion is that as many areas as possible should be included in the Conservation Area.	Noted. Areas proposed for inclusion must be of special architectural or historic interest or be of high townscape value.	No change
Member of Public	9		Yes, I agree the boundaries are correct, especially the proposed boundary in Moor Lane.	Noted	No change
Member of Public	10		I do agree that Southfields Road should be reorganised according to the new boundary line shown on the plan Area B1.	Noted.	No change
Member of Public	11	I agree with the appraisals.	I am in full agreement of all the additions, in particular down Princess Road and Moor Lane. I would also like to include and protect all the tall trees on the southern boundary that closed the vista part way down Moor Lane.	Noted. Also trees are covered in Strensall CAA para 11.06	Strensall 11.06 management suggestion to be referred to DCSD section for action
Member of Public	12	No, all plain houses (i.e. rest of Strensall?).		Noted - though the appraisal describes some special qualities of the houses	No change
Parish Council/ River Foss Society	13	Keen to see if the canal locks could be looked at for possible inclusion in the appraisal and addition to the CA. See plans and elevations of New Bridge and Lock chamber drawn for the River Foss Society.		Please see no 27 below	To be referred to English Heritage for specific inclusion in list description for Strensall New Bridge
English Heritage	14	Towthorpe This is a succinct, readable and carefully analysed summary of the special interest of the hamlet of Towthorpe and we are supportive of its approach and summary. We particularly endorse its conclusions that the residential conversion of the farm buildings would be detrimental to the character of the hamlet. Their use for commercial purposes is sensible in our view. We also endorse the need to review the listability of the unlisted historic buildings and secure an A4D to assist in the retention of the less tangible historic features such as hedges, fenestration and the like. We support the retention of the present boundary.		Noted	para 7.04 to be amended as in no2 above
		One practical suggestion includes - It would help in getting to the heart of the special interest if the certain statements were to be made in bold. For example at 3.02 I suggest that "The setting.....is dominated by open agricultural land" is the essence of this paragraph and in my experience planners will need to be able to quote such statements in reports etc.. and thus need to find them with ease in the document. One final point, has there been pressure for conversion of the outbuildings and if so would a Development Brief approach be helpful to be sure of retaining the special interest?		The appraisal is succinct and it has been divided into small sections. We would be cautious about highlighting some aspects in case this is taken as meaning that other aspects are of lesser significance.	DCSD officers will discuss with relevant officer in City Development whether there would be any benefit to producing a Planning Statement. Development Briefs are normally reserved for larger urban sites.

		<p>Strensall</p> <p>This too is readable although the size and scope of Strensall makes this a much more detailed assessment. Again some form of highlighting would be beneficial especially as the pressure for development and infill is strong. The management proposals are sensible and given that much of the suggested scope for visual improvement lies within the control of the council (highways, lighting, planning enforcement) we hope that these can be secured by an agreed protocol within the Council.</p> <p>Finally I am attaching for your interest the two summaries of the condition of these two conservation areas. We commissioned this research following the submission of returns to our CA@R survey of 2009 when both Strensall and Towthorpe were considered to be at risk. I am not sure that we have shared this information with council's for which I apologise and hope that you will find it of interest.</p>	<p>The appraisal is succinct and it has been divided into small sections. We would be cautious about highlighting some aspects in case this is taken as meaning that other aspects are of lesser significance .</p>	<p>DCSD to explore relevant aspects of management with Highways. The English Heritage survey summary reports will be placed on the general conservation area file EC67 for future reference.</p>	
CYC Transport Planning	15	<p>A York North East Rail Scheme (YNERS) was proposed several years ago, which advocated rail 'shuttle' services between Strensall and York, calling at Haxby and York Hospital en route. However, the advice from the (then existing) Strategic Rail Authority was to concentrate on building a new station at Haxby for existing York Scarborough to call there.</p> <p>Although the new station at Haxby as proposed in LTP2 hasn't been built it is expected to be a medium-term project in LTP3 (commencing 2019 ish). Ultimately, this could be the precursor to the full YNERS, which would include Strensall, so a proposed extension to the Strensall Railway Buildings Conservation Area to include the former station yard may have a material affect on this.</p>	<p>Noted. The appraisal should be reworded to accommodate this possibility in future. Please see no20.</p>	<p>Strensall Railway Buildings para 7.05 to be amended. See no20</p>	
Member of Public	16	<p>No, these look great as they are! Especially if it stops further developments, e.g. no housing estates on Towthorpe</p>	<p>We agree that boundaries should be altered. Of note, the recent Hogg development is not detailed on 'Strensall Railway Buildings' map, although not in conservation area, the map ought to be amended.</p>	<p>Towthorpe is within the greenbelt and this designation places restrictions on the extent and type of development</p>	<p>The maps for Strensall Railway Buildings have been checked and they appear to be correct within the appraisal document</p>
CBA/ Public	17	<p>Thanks for this information, having looked at the plans the only comment that I have on the draft plan relates the Strensall Railway Buildings plan and specifically to the signal box.</p> <p>Section 4.03 - Strensall Signal Box – the current signal box is of a later pattern of North Eastern Railway box and dates from 1901. It is possibly the second signal box on the site, the earlier one was probably mid 1870s. When the York and NM built the line it did not have signal boxes as such so there would not have been one contemporary with the station buildings.</p> <p>The North Eastern Railway built signal boxes on this line from 1873 onwards.</p>	<p>Thank you for clarifying this. The signal box is noted as being a landmark and also a building which makes a positive contribution to the area.</p>	<p>para 4.03 to be corrected to include the information supplied. Wording to be agreed with the consultant</p>	
Member of Public	18	<p>I write in response to your proposal to extend the conservation area to include 101 The Village. In my humble opinion the house is of poor architectural merit, it is lacking in features and has its proportions all wrong. The house is a poor example of architecture of the period and should not be afforded Conservation Area status which would ultimately prevent the owner from making any cosmetic changes to improve its appearance. The house could benefit from a total makeover to improve the kerb appeal of the street and would benefit even greater from being demolished and another more fitting house to be built in its place. I oppose the move to extend the CA in this direction and laugh at the fact that you also want to preserve a derelict builder's yard!</p>	<p>The house has been included also for its significance to the village community as the former doctor's residence - please see para 5.05 for information. Conservation Area controls would not prevent the sort of changes you suggest being made, though Conservation Area Consent would be required if demolition was proposed. The reasons for including Area A (Strensall Railway Buildings), the former station stop, are explained at 5.04. Inclusion of this area is important to the rationale behind the designation of this area. The poor buildings associated with the "builder's yard" are noted as being of negative value to the conservation area in map 4, so there is no intention to preserve them.</p>	<p>No change</p>	

Member of Public	19	SRB - There are a few houses along Brecks Lane associated with the old brick and tileworks, are these worthy of inclusion in the plan (2 cottages and 1 house).	I approve of the extended boundaries from Strensall Railway Buildings area.	Conservation Area designation was introduced mainly to protect the special qualities of areas rather than of individual buildings. The Works has gone and the buildings, which have been altered, are not special in their own right. They are also separated from the village by the new bus terminus	No change
Network Rail	20	Network Rail have concerns over the extension to the east (designated Area A within the CAA) on the following grounds: · As an active (and soon to be re-let) part of Network Rail's commercial estate Network Rail would resist any alteration in designation which would place undue planning controls on this site.		Reasons for including the area in the Strensall Railway Buildings CAA have been outlined in 5.04. Its historical significance is intrinsic to the conservation area though the existing poor quality buildings relating to its use as a builder's yard are marked as being of negative value to the area.	No change to the proposed boundary extension
		· We are concerned that the proposed designation will have a negative impact on Network Rail's ability to develop the site and to maximise its commercial usage.		It is not the intention to prevent development but any development should respect the special historic features of the site and the site's potentially huge contribution to the streetscape as the it provides the termination to the vista looking east from the main village street (The Village)	para 7.05 - omit reference to open character and wording of paragraph to be replaced by "Any future proposals for the former station site should allow for a new station stop to be created in accordance with the latest Network Rail or CYC Transport Planning initiatives. In addition proposals should demonstrate how existing historic features of the site have been incorporated into the scheme. Use of a landscape boundary should be considered in order to reinforce the site's relationship to existing trees and to the countryside beyond."
		· As a not for dividend company which provides the Country's rail infrastructure income from commercial operations (ie the letting of appropriate sites etc) is reinvested into the railway. Restriction on Network Rail's ability to achieve commercial returns through the imposition of restrictive planning control is thus not in the travelling public's interest.		Noted	see above
		· It is also the case that, in the longer term, City of York Council's aspirations as expressed in the current LTP for the development of a new station / halt at Strensall in this area could be affected by the proposed designation. We would be concerned that the CAA could end up with conflicting adopted Policy Documents.		It is not the intention to prevent this sort of development. In principle the development of a station stop would be compatible with the character of the conservation area.	see above
		In addition According to The Planning (Listed Buildings and Conservation Areas) Act 1990 in order to designate a conservation area the LPA must justify that it is 'desirable to preserve or enhance' 'areas of special architectural or historic interest'. The justification for the extension of the CA in this direction is that (page 7 of the CAA) 'In view of their historic association with the railway it is considered that the former station yard is worthy of inclusion within the designated area'. Whilst this association is not disputed Network Rail would suggest that a more substantial argument / justification should be provided based on the impact of this area on the CA.		The site's location in relation to its potentially high impact on townscape character is another reason for inclusion (see last 5.04 last sentence)	see above

		Of particular concern is the CAA statement that the site 'has an open character which needs to be retained should the site be redeveloped in the future'. The former coal yard is a working commercial site and has been so for a considerable period. There has been no association with the working railway for a significant period. The site does not have a wholly open character, containing a building and coal drops, embankments, fencing and vegetation / tree growth to the fringes. In addition development extends to the north and the east of the site and as such the site does not sit in isolation from surrounding building. It is clearly brown-field, developed land and as such its designation for retention as open space would be resisted. In addition the suggested "openness" of the site would be effectively undermined by the construction of a station/halt in the future. The condition and undistinguished quality of the existing building on the site also undermines the suggested historic association of the yard.		Noted. The existing building is noted as being of negative value to the area on map 4	wording of para 7.05 to be altered to omit reference to open character (see above)
CPRE	21	Thank you for inviting CPRE comments on the Draft Conservation Area Appraisals for Strensall. We believe that the proposals reflect the true character and setting of the individual areas and are pleased to give them our support.		Noted	No change
Member of Public	22	The report was comprehensive and professional. I agree with its contents and feel there is nothing to add.	I support the proposed changes to the conservation area, particularly the extension of Area C to include C1.	Noted.	No change
Member of Public	23	I value the open views of the village across the field. Open spaces, hedgerows and verges need protecting in addition to houses. Additional proposed area: the large houses on Flaxton Road, e.g. Windrush etc.	I support the proposed changes to the conservation areas. In particular the extension of Area C to include C1 on Moor Lane.	Please see no3 above. Also hedges should be covered by the Hedgrows Regulations Act 1997, and the Common is a Special Protection Area (SPA) in addition to its SSSI status. Part of the area between Southfield Road and the railway line has recently been declared a Site of Importance for Nature Conservation (SINC). Additional views south should be indicated.	Additional views south from Southfield Road and The Village (SE end) should be indicated on map 6 Strensall CAA
Member of Public	24	Not to my knowledge.	We support the proposed amendments to Strensall's conservation areas, in particular the extension to Princess Road/ Moor Lane.	Noted	No change
Member of Public	25		We support the proposed amendments to Strensall's conservation areas, in particular the extension to Princess Road/ Moor Lane.	Noted	No change

Member of Public	26		I support the proposed amendments to Strensall's conservation areas, in particular the extension to Princess Road/ Moor Lane.	Noted	No change
River Foss Society	27	1. We strongly support the suggestion in Para 11.07 that the listing of the Strensall New Bridge be amended to include the associated walls along the River.		These walls are included within the conservation area boundary already.	DCSD to refer matter to English Heritage for review of list description
		2. The Conservation Area should also be extended to include the surviving remains of the other two locks dating from the time of the Foss Navigation Company, namely the one just north-east of the John Carr Bridge (grid reference 6346110) and the double lock at Lock House (645618).		The double lock at Lock House is several hundred meters outside the built-up area and it is within the greenbelt; so conservation area designation is not appropriate. The lock immediately to the north-east of the Strensall Bridge is within an area designated as open space (policy GP7). Nature has gradually filled in the water courses and landings, though there is some evidence of the locks and later sluice gates in ruined condition above ground an an animal watering place is still detectable to the other side of Strensall Bridge. The Strensall conservation area appraisal makes general reference to these works at para 4.07 and they are shown on the 1852 & 1911 OS maps. Conservation area designation protects townscape in its broadest sense and as the openness is already protected under GP7 conservation area status would not add further protection. Other mechanisms should be found to highlight the significance of this area.	Strensall CAA -para 4.07 reference work of River Foss Society for further information on this important industrial archaeology; para 8.5 replace third sentence with "The former lock walls remain to the east of the bridge, though they have been damaged by self-seeded trees"; (fourth sentence) should be amended to refer to the important series of river locks running NE from Strensall and their high significance in terms of industrial archaeology, though they are now partially buried. Exact wording to be agreed with the consultant. Locks to be referred to EH for consideration in respect of listing. Add 11.08 "It is recommended that a community archaeology project be prepared, in association with the River Foss Society, to assist in further revealing the high significance of the navigation system to the wider public". 11.06 Add "Trees should be carefully removed from the lock walls adjacent to Strensall New Bridge to assist with their preservation. Replacement trees should be planted close to the area in accordance with CYC arboriculturalist recommendations"
		3. We appreciate that the emphasis is on the conservation of the built environment but would like to suggest that the former towpath linking the three locks is also of historic interest and should be included in the Conservation Area. The former towpath now forms part of the Foss Walk and the Centenary Way, the public footpath which follows the north bank of the River Foss as it curves around Strensall. This would entail extending the present boundary of the Conservation Area to the opposite side of the River Foss and would have the advantage of giving additional protection to the view of the listed John Carr Bridge from the riverbank.		The former towpath on the north bank is a clearly defined boundary and we agree that this should be included in the conservation area to protect the historic riverside setting, particularly where it runs through the tannery area which is not protected by greenbelt status. There are excellent views of the former Manor site from here as the land rises within the curve of the Foss, and the C19th church tower lies beyond (referred to in para 8.07)	Strensall CAA - the northern boundary line should be amended to include the path north of the river Foss within the area between the two bridges. Views from towpath south towards Manor House and church tower to be added to Map 6 (as amended in Annex E), and also views along towpath west towards Strensall Bridge to be added.
Member of Public	28	Not that I am aware of.	I support the proposed amendments to the conservation area.	Noted	No change
	28a	I have returned the document supporting extension of the Strensall conservation areas. It prompts me to say to you, however, that my belief in the value of this is seriously diminished by the fact that the house at 5 Princess Road has not only been left unoccupied for many years but has been completely neglected and is now a blight on the area. What is the point of having a conservation area if an owner is permitted to do this?		Noted	Strensall CAA - paragraph to be added in future management suggestions suggesting that a Section 215 notice is pursued to assist in remedying the situation and other similar identified properties in Strensall village. Exact wording to be agreed with consultants and legal services
Member of Public	29	You appear to have covered them thoroughly.	We agree with the amendments shown to Strensall's Conservation Areas including the extension to Princess Road/ Moor Lane.	Noted	No change

Member of Public	30	By now you should have had from Tony the plans etc. which we have made from our survey of Strensall lower lock and the associated bridge. The two (upper and lower)locks in Strensall village are particularly interesting because they are the only two locks on the Foss navigation which were the responsibility of Mr William Scruton. The other locks to the south (between Strensall and York) were all built under Mr Moon's tenure and are of a different type to Mr Scruton's design (Moon was the first Superintendent of Works but was sacked as the Navigation approached Strensall. Scruton replaced Moon and brought the navigation into Strensall. The lower lock is the best preserved above ground of the two and, apart from the actual lock gates which have long since gone, still contains all the principal architectural elements and are clearly visible. The upper lock has largely been filled in but below ground there is probably much buried archaeology. We have not surveyed the above ground remains yet but an initial visit shows that a number of interesting features survive.	Please see no27 above. Thank you for this information	The information should be referred to in para 8.05.
		After the closure of the navigation the upper ends of the locks were closed by a brick walls containing sluices so that water could still be directed through the former lock chambers when the need arose (perhaps when water levels were very high). The majority of the Foss Navigation locks have this feature but the wall at Strensall upper lock is particularly interesting because it still houses the intact winding gear for the sluice gate. Near the lock was a landing on the Navigation where goods were loaded and unloaded, beyond its site to the west is the surviving late eighteenth century road bridge (from Sheriff Hutton) built by John Carr. Beyond again are the remnants of the former tannery. These features thus combine to make an interesting archaeological area. Above Strensall near Warbutts is a staircase lock (comprising two locks with one built immediately up-slope of its companion) constructed in the very early nineteenth century.	Please see no27 above. Thank you for this information	Please see no27 above. Also refer to River Foss Society in para 8.05 Strensall CAA.
		At this point the navigation ceased to follow the River Foss, and became a canal-like structure to Sheriff Hutton Bridge thereby avoiding the need to follow a massive and long bend in the route of the Foss. In other words the canal cut off the bend by being constructed across the latter's neck. The staircase (or double) lock took the the waterway up out of the flood plain and on to the top of the terrace above. We have not visited this part yet but from walking along the near-by footpath, it is clear that substantial remains survive of the double lock in what is now a private garden. This is the only lock of this type on the whole of the Foss Navigation. I trust the above is of interest	Please see no27 above. Thank you for this information	See no27 point 2 above. Also document should give reference to work of River Foss Society in para 8.05 if the society agrees (Strensall CAA).
Member of Public	31	Conservation area C and C1 I would like to add my support to the retention of and/or extension to the present conservation areas as outlined by the City of York Council in their leaflet published by the City Strategy Directorate in December 2010. In particular to the C1 extension along Princess Road/Moor Lane highlighting the importance of some of the properties and their relevance to the historic development of the railways in and around York. Many good buildings relevant to the railways have been allowed to be demolished and the land redeveloped in an unsympathetic way losing the visible and "walking" history of the development of our village. This should not be allowed to happen further and the extension of the conservation area should help to support that view.	Noted	No change

		<p>COMMENTS FROM LOCAL INFORMATION SESSION 11/01/11 ~25 attendees:</p> <ul style="list-style-type: none"> - Definitely need to survey the village trees with a view to TPOs where necessary to preserve the village landscape. - Correct boundaries. - Agree with Princess Road extension/ Moor Lane. - Agree with Southlands Road extension. - Protect the trees within and adjoining the conservation area. - Retain the open space/ protect the openness between Southlands Road and the railway line. - Should the south side of Southlands Road also be included as it is a similar style of housing? - New area along Lord's Moor Lane from the golf club to the cattle grid at Moorside Caravan Park; lovely setting of established oak trees on each side, forms setting for SSSI Common, rural splendour (SEE MAP FROM EVENT). - Is it in the Parish's interest to pursue article 4 directions? - How will future management suggestions be implemented? - Listing of Strensall New Bridge (known locally as 'Humpy Bridge'), who will pay for maintainance, it is being damaged by self seeding ashes. - Extension A2 was previously proposed to be the site of a new railway station. 	<p>Several points noted. Works to trees within the conservation require notice. Southlands Road has been included as it marks the historic back lane of the village. Part of the land between here and the railway line is a SINC and the wider open area is designated as greenbelt - see no3 & no23 above. Article 4 Directions can be used to prevent incremental loss of some special features which currently fall outside planning control. They should be subject to public consultation to assess strength of support. Some management suggestions (eg signage, shop-fronts) would be controlled through the development application process and others in liaison with Highways (eg street lighting). Bridges are usually looked after by CYC Highway Engineers. Please see no20 for info re potential station</p>	<p>DCSD to consider tree survey for village and its setting. para 11.06 added re trees at Strensall New Bridge (see no27 above).</p>
Strensall with Towthorpe Parish Council 08/02/2011	32	<p>The Parish Council considered the spreadsheet from City of York Council containing comments from members of the public and outside bodies on the three draft Appraisals and was heartened to note that the overwhelming response was positive. It is hoped that where action is needed, this will be taken.</p> <p>Of particular mention, comment 13, the suggestion for inclusion of the canal locks on The River Foss to be given Listed Status associated with Strensall New Bridge, but concerns were expressed about how this can be processed.</p>	Noted	<p>The Local Authority will refer the matter of the canal locks to English Heritage. Please see 13 & 27 above.</p>
		<p>The Parish Council would appreciate guidance on the procedures involved in Article 4 direction and enforcement as indicated in Comment 2 by the Conservation Area Advisory Panel. This issue was raised by members of the Parish Council, specifically about protecting the coal cells in the old Station Yard, now the property of Network Rail and, it is understood has been recently leased to a rail property maintenance contractor. However, Article 4 direction has a wider context and your views on extending such direction to cover each entire Conservation Area, is sought.</p>	Noted	<p>An explanatory leaflet should be prepared to explain Article 4 directions and procedures, though this action has not yet been prioritized within the Design Conservation and Sustainable Development (DCSD) work programme. Network Rail will be contacted directly about the coal cells so their leasee can be advised.</p>
		<p>Your views are also requested on the maintenance of the conservation area to ensure their preservation in the future.</p>	<p>Normally a Management Plan is prepared by the LA but current resources do not allow for such a comprehensive approach.</p>	<p>The relevant departments will be made aware of the management suggestions though.</p>
		<p>The entire Appraisal process has proceeded very smoothly and the Appraisals themselves were conducted and delivered in a thoroughly professional manner. Can we assume that after formal approval by City of York Council, those residents who will then find themselves within the expanded boundaries of the Conservation Areas will be notified and the implications of the change drawn to their attention?</p>	<p>We will distribute a copy of our 'A practical guide to living within a Conservation Area for householders' leaflet with a letter/ plan to those within the new extensions.</p>	

STRENSALL CONSERVATION AREA APPRAISAL



In association with Strensall with Towthorpe
Parish Council

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This document was prepared in November 2010 by Woodhall Planning and Conservation on behalf of the City of York Council. The format and content were agreed with the Design, Conservation and Sustainable Development Section of City of York Council, and the document was approved by the Council on

I INTRODUCTION

I.01 A conservation area is defined by the Planning (Listed Buildings and Conservation Areas) Act 1990 as an area of special architectural or historic interest, (the character or appearance of which) is desirable to preserve or enhance. Section 69 of the Act requires Local Planning Authorities to identify and designate conservation areas within their geographical boundaries and to formulate, in conjunction with the public, proposals for their preservation and enhancement (Sections 71 and 72 of the Act). The Act places a duty upon Local Planning Authorities to review the extent of the conservation areas.

I.02 Strensall is a historic village, located to the north of York (see Map 1). The Strensall Conservation Area was designated in 1979 and was extended following public consultation in 2001 to include riverside pasture land and paddocks to the north-west, buildings along West End and south along Princess Road see Map 2. In addition, a small area on the eastern edge of the village is designated as the Strensall Railway Buildings Conservation Area and this is the subject of a separate Appraisal document.

I.03 This report contains an assessment of the Conservation Area and is in four sections. The first part (Chapters 1-4) sets the scene by analysing the history and baseline factors of the conservation area. The second part (Chapter 5) reviews the extent of the Conservation Area as designated and explains the reasons for the recent revision of its boundaries. The third part describes the area as revised, firstly in general terms (Chapter 6) and then, in more detail, as four sub-areas (Chapters 7-10). The final part (Chapter 11) discusses the measures that could be introduced within the designated area in order to preserve and enhance its character and appearance.

I.04 The assessment is based on field work in August and September 2010 and is limited to the buildings and areas visible from the public domain.

I.05 Strensall Conservation Area Appraisal was approved as a supporting document to the conservation policies included in the City of York's draft Local Plan (incorporating the fourth set of changes) by the Planning Committee of City of York Council *to be inserted*. The Conservation Area Appraisal will also be

used to inform the emerging Local Development Framework.



Map 1

2 LOCATION AND CONTEXT

2.01 The Strensall Conservation Area lies approximately 5 kilometres north of York city centre. The core of the village is on the south side of the River Foss and is positioned between the B1363 and A64 (see Map 1). The Strensall Conservation Area covers the heart of the historic settlement to the north of the railway line (see Plate 1).

2.02 The designated area is focused around the historic core of the village and includes St Mary's Church to west, farmland up to the River Foss to the north and the properties on both sides of the main road, The Village, as far as Northfields to the east.



Plate 1 Aerial view

3 TOPOGRAPHY AND LANDSCAPE SETTING

3.01 Strensall village occupies part of a flat open area to the south of the River Foss. The village itself is surrounded by fields to the north, east and west. These areas of open ground enable long distance views towards the village from the north, in particular towards the church and Manor Farm which are set on slightly higher ground. To the south of the village is Strensall Common and Strensall Army Camp.

3.02 The immediate setting of the designated area is dominated by twentieth-century housing development to south, west and east, though tree fringes help to mitigate their effect. To the north lies open ground used for agricultural purposes (see Plate 2). Although the immediate setting, adjacent to Strensall Bridge, is compromised by the partially demolished former tannery building. As a result the Conservation Area is predominantly enclosed by surrounding development with only the open ground to the north providing relief to this enclosure.



Plate 2 View west out of the designated area from Strensall New Bridge

4 HISTORICAL DEVELOPMENT

4.01 The name Strensall probably indicates an Anglo-Saxon settlement, although there may have been activity in or around the site of the village at earlier periods. Pre-historic and Roman remains have been found in the area and it may have always been a convenient crossing point of the River Foss. It has been suggested that the village was the site of the Synod of Whitby, which may indicate that it was also an early monastic site.

4.02 Strensall was included in the Domesday Survey of 1086, as one of the estates of the Archbishop of York, and it was described as; "Strenshale, Sasford and Turchil held five geldable carucates of St Peter. There is land for two ploughs, it is waste." At this early period Strensall appears to have been within the forest of Galtres that stretched north of York. Throughout the thirteenth century the prebendaries of Strensall (one of the canons of St. Peter's, York) developed their own hunting preserve on the edge of the royal forest.

4.03 Manor Farm (formerly known as Strensall Hall) occupies a moated site which was probably the administrative centre of the village from the early medieval period (and possibly earlier).

The land close to the hall was known as Coney Garths and may be the site of the free warren granted to Gerard de Vuippens in 1292 ('coney' being another name for rabbit). Other evidence for the early history of the settlement includes the presence of ridge and furrow (signs of medieval ploughing) around the village.

4.04 Strensall has a typical medieval pattern of properties, with narrow-fronted plots of land that extend back on either side of a single west-east street (the present Church Lane and The Village - see Plates 3 & 4). The plots on the north side were bounded by the River Foss and those on the south side stretched to Back Lane (now Southfields Road). Other roads led out of the village to the north and south. The church was at the west end of the village, close to the hall. The medieval fields lay on both sides of the River Foss, with common land (Strensall Common) to the south of the village. The inhabitants of the village also had grazing rights within the forest.

4.05 The hearth tax returns for 1663 suggest that there were around 46 houses within the village at that date, with a likely population of approximately 200. The enclosure of the medieval fields during



Plate 3 View east along The Village



Plate 4 View east along The Village



Plate 5 St Mary's Church

the seventeenth and eighteenth centuries and a corresponding improvement in agriculture led to a slow increase in the size of the village, which by 1801 had a population of 297. Unusually, the enclosed fields seem to have retained the form something of the long narrow strips that are characteristic of farming patterns within medieval fields. Also, Strensall Common remained open until the late nineteenth century.

4.06 A school was founded in Strensall in 1718-19, probably on the site of the nineteenth century building that has recently been converted into residential accommodation. The church was completely rebuilt between 1801 and 1803, only to be replaced again in 1865-6 (see Plate 5).

4.07 The Foss Navigation Company was formed in 1793 with the intention of forming a navigable link between the junction of the Rivers Foss and Ouse in central York north to Stillington Mill. During 1796 and 1797 two locks and a bridge (Strensall New Bridge - See Plate 6) were constructed at Strensall as part of this work. During the first five years of the nineteenth century a canal was dug from north of Strensall to Sheriff Hutton Bridge but work then stopped. Strensall Bridge, designed by the eminent York architect John Carr, was constructed in

1798, replacing an earlier bridge.

4.08 The eighteenth and early nineteenth centuries appear to have been a time of prosperity for the village as many of the older houses date from this period. Also, a number of new religious buildings were erected, including a Quaker meeting house, and two Methodist chapels (one Primitive, the other Wesleyan-See Plate 7). This period may also have seen the establishment of the tannery on the north side of the river, next to the bridge.

4.09 The opening of the York to Scarborough railway in 1845, which ran to the south of the village, led to a rapid reduction in the use of the canal. By 1854 the majority of The Village, Church Lane and West End had been developed as can be seen from the first Ordnance Survey map. Only the vicarage and its outbuilding existed on the south side of York Road. Interestingly, there were few buildings on the land to the south of the church (identified as Butts End), possibly because it was glebe land and lay between the church and the vicarage. Also, no development had taken place on Moor Lane (the northern section of which is now known as Princess Road), although the map evidence indicates the existence of a gatekeepers cottage (now demolished) at the level crossing.



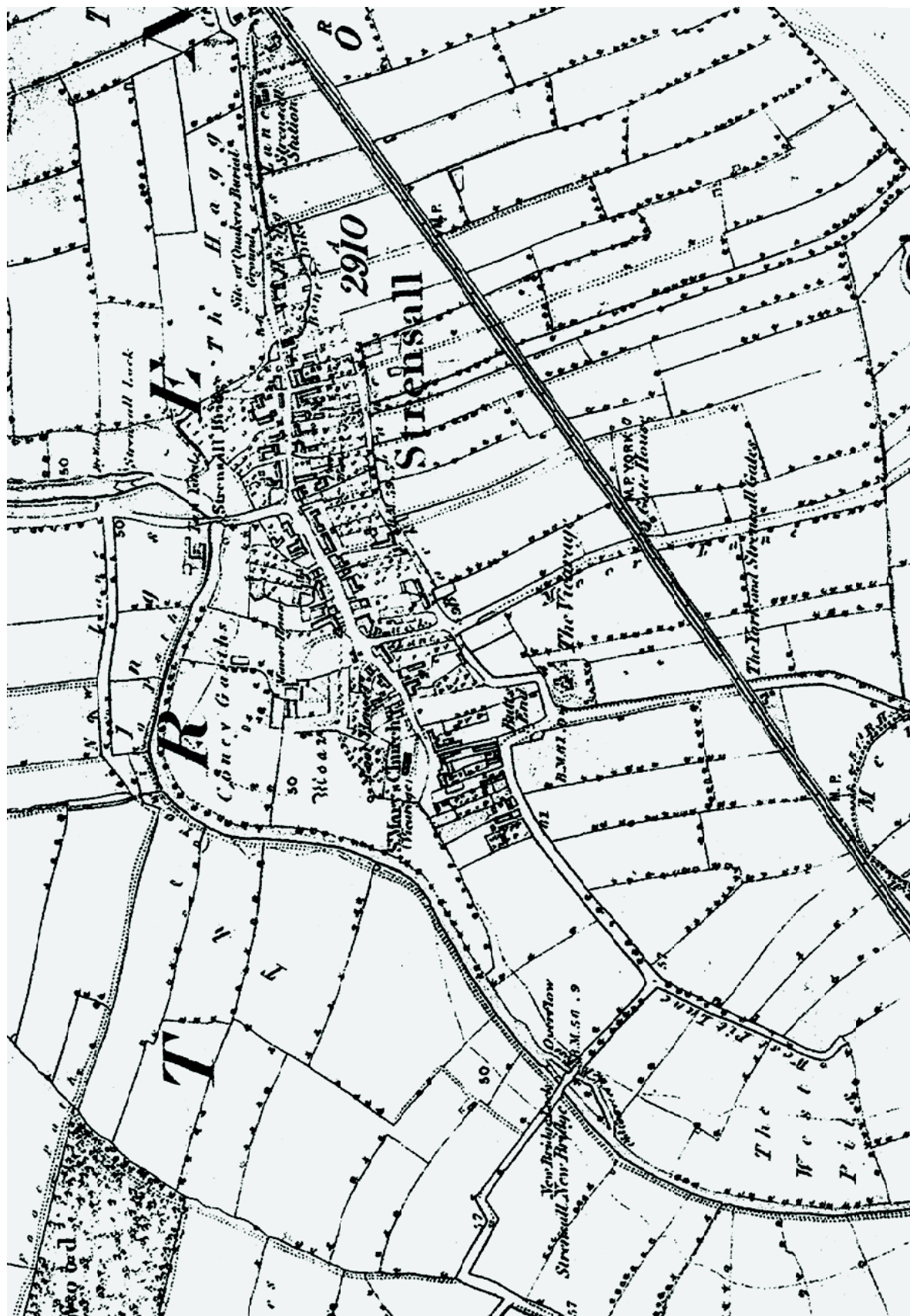
Plate 6 Strensall New Bridge



Plate 7 Former Chapel, Church Lane



Plate 8 The Poplars from Princess Road



1852 Ordnance Survey Map

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1911 Ordnance Survey Map

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4.10 Strensall did not expand significantly during the second half of the nineteenth century, although as noted in 5.06 above the church was rebuilt in 1865-6. A house (now The Poplars - see Plate 8) was built on the south side of York Road at its junction with Princess Road and in 1895 a new Wesleyan Chapel (the present Methodist Church) was constructed (see Plate 9).

4.11 By early twentieth century little had changed in the area. Duck Lane appears to have been improved to provide better access to the York Road and new houses began to appear on the east side of Moor Lane (now partly Princess Road - see Plate 10). Further housing was also constructed along West End and the school was expanded. At the east end of The Village a fine single storey house named Meadowside (No. 69) was built.

4.12 By 1930 No. 2 West End (named Oakleigh at that date) had been built. Also, the Ordnance Survey map of that dates notes the existence of Strensall Halt at the level crossing on Moor Lane. Twenty years later there had been much more development along Moor Lane and by the early 1970s there had been extensive infill development throughout the village. This included building on the north side of Southfields Road (formerly Back Lane) and the construction of St.

Mary's Close and Church View (now West End Close) on the open space to the south of the church. Also, there had been considerable development to the south and west of the historic core.

4.13 By the end of the twentieth century houses had also been built in the grounds of No 69 The Village and infill development has also occurred to the north of The Grange. The beginning of the twenty-first century saw a rapid increase in the number infill developments. Examples include new housing to the south of Yew Tree Farm and Hawthorn Mews on the north side of The Village (see Plate 11).



Plate 9 Methodist Church, The Village



Plate 10 Mid twentieth century housing on Princess Road



Plate 11 Hawthorn Mews

5 CONSERVATION AREA BOUNDARY

5.01 One of the requirements of an appraisal is a review of the Conservation Area boundaries to establish whether changes would be appropriate if it might be appropriate for there to be any changes. Therefore the extent of the existing designated area has been reviewed and areas around the existing Conservation Area have been studied to ascertain whether any new areas should be included or existing areas excluded.

Existing boundary

5.02 The current boundary of the designated area is illustrated on Map 2 in Appendix A. To the north the existing boundary follows the line of the River Foss (see Plate 12) from Strensall New Bridge east to Strensall Bridge and Bone Dike. It then follows the line of Bone Dike, wrapping around the north-east corner of the village, excluding Netherwoods, and running south down the west side of Northfields to connect to The Village.

5.03 The boundary continues south across The Village and includes the Sycamore Farm complex. It then runs west along Bone Dike for a short distance before turning south to include Yew Tree Farm. The boundary cuts through Badger Cottage and runs west, following the rear

(southern) boundaries of the properties that front The Village, before it turns south down the rear (eastern) boundaries of the houses along Princess Road.

5.04 The boundary continues to the terraced houses before returning north up the western side of Princess Road along the back edge of the footpath. The designated area includes The Poplars, on the junction with York Road, and the Old Vicarage, on the south side of York Road opposite its junction with West End.

5.05 The boundary crosses York Road (see Plate 13) and runs north to include the houses on the east and north sides of West End. It then turns north, excluding the Primary School from the designated area, to connect back to Strensall New Bridge.

Possible alterations

5.06 A small section of the Conservation Area has been considered for exclusion within the designated area due to its lack of special architectural interest. This Area is annotated as Area A on Map 2 in Appendix A and includes St Mary's Close off the south side of Church Lane (see Plate 14), Nos. 5-11 Church Lane, West



Plate 12 View looking east along the River Foss



Plate 13 View north along York Road



Plate 14 St Mary's Close

End Close (see Plate 15), Nos. 4-8 West End (east side) and Nos. 8-16 on the north side of York Road. This is an area of late twentieth century houses and bungalows which includes two small cul-de-sacs. However, the “off set” branch in the road alignment from York Road suggests the site has historic significance worthy of protection. The road from York focuses directly towards the church spire across the site. In addition, the atypical pattern of the development does not disrupt the streetscene as it is internal to the area. The gardens offer mature hedging and 3 no. large trees as amenity to the wider environment including the east boundary of the alley to Church Lane. On balance it has been decided to retain this area within the Conservation Area.

5.07 It is recommended that two areas are included within the Conservation Area. These are annotated as Areas B & C on Map 2.

5.08 Area B is on the north side of Southfields Road, an important historic lane, defining the original rear (southern) boundaries of the properties along the main street. It is therefore considered that, although few of the buildings in this area are of special

interest, the historic significance of the road justifies its inclusion within the designated area (see Plate 16).

5.09 Area C is located at the southern end of the Conservation Area. Princess Road and Moor Lane form part of the historic road pattern of the village and the houses represent the limited expansion of the area following the arrival of the railway. In particular, Nos. 5-11 Moor Lane are very good examples of late nineteenth/early twentieth century large villa pairs (see Plate 17). It is also understood from historic map records that a station halt and gate house were located at the level crossing, which is almost certainly one of the reasons why impressive properties were developed in this area. This halt was used by troops from the nearby Strensall Army Camp during World War Two.

Recommendations

5.10 In view of all the above, it is considered that Area A should remain within the designated area and Areas B & C be included due to their historical significance within Strensall.



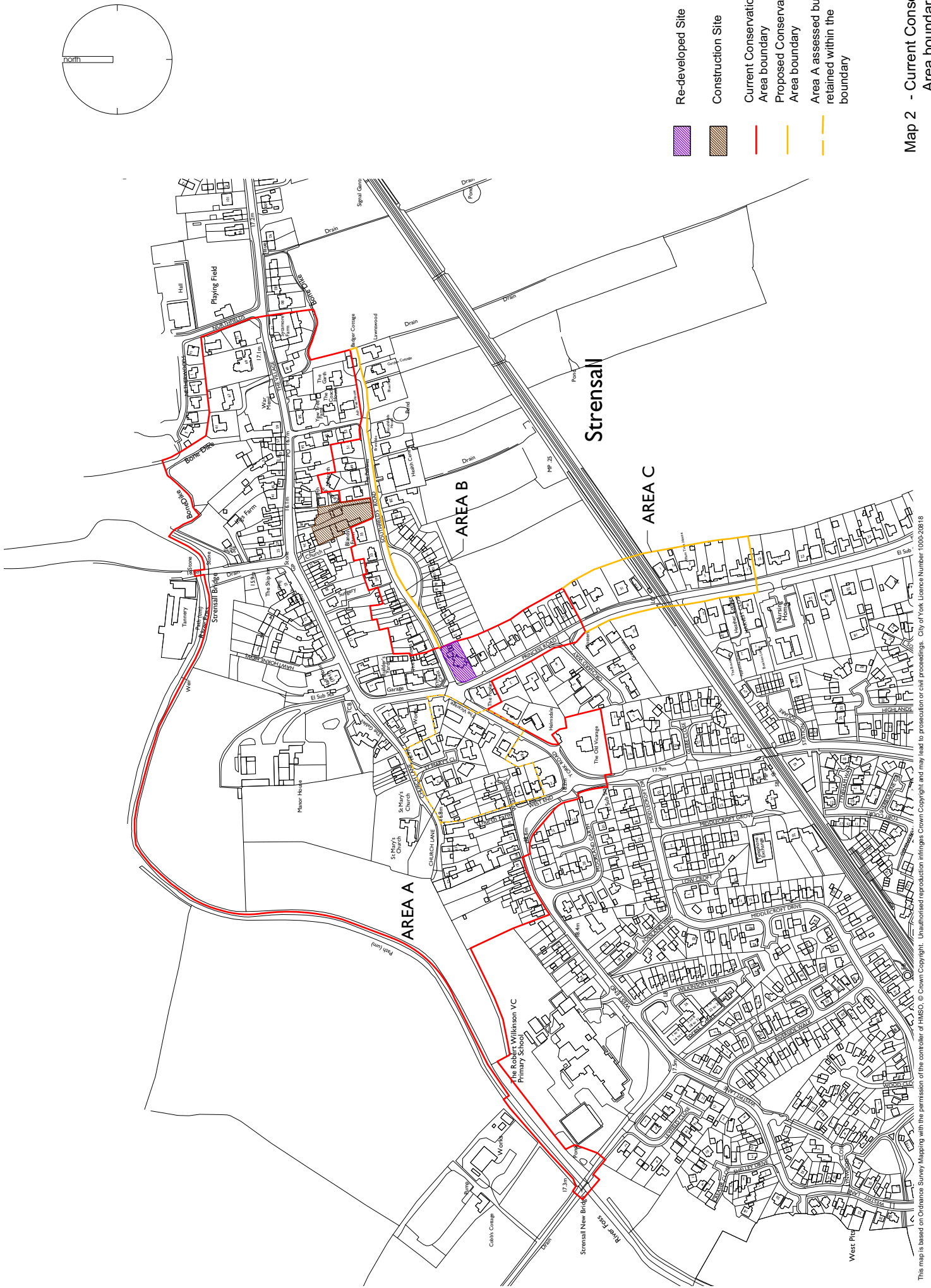
Plate 15 West End Close



Plate 16 View west along Southfields Road



Plate 17 Nos. 9 & 11 Moor Lane



6 GENERAL CHARACTER

- 6.01 This section considers the general character of the whole of the Conservation Area, as distinct from the analysis of the four character areas that have been identified (see 6.09 below).
- 6.02 The key characteristic of the Conservation Area is that of a linear village that, unusually, has no through route at its western end. The later development to the south and west of the historic core results in some loss of the village character but the river and the open ground to the north retain the rural setting on this side of the Conservation Area.
- 6.03 The form of the village is principally established by the long narrow plots on either side of the main west-east roads, with buildings fronting the roads and many outbuildings in the long rear gardens (see Plates 18 and 19). These rear gardens provide relief to the enclosed village streets. However, there are many instances where gardens have been developed for housing, which has to an extent eroded the historic pattern of development in the area.
- 6.04 The roads allow medium distance views within the designated area and there are



Plate 18 View of West End



Plate 19 The Village



Plate 20 Village shops

also limited views into the designated area towards the church tower which is a local landmark. Views from the north across the open fields to the church are of particular importance.

6.05 The village itself is a busy rural settlement with a number of shops and local services. This activity gives the village vitality and enables the designated area to retain its village character (see Plate 20).

6.06 Within the designated area there are no public open spaces. The only open areas are the grounds of St Mary's Church (see Plate 21) and the open ground and wooded areas adjacent to the river.

6.07 The many mature trees within the village, in particular around the church, the northern boundary of the village envelope and along The Village itself (particularly at its east end) soften the visual appearance of the area (see Plate 22).

6.08 The Strensall Conservation Area includes seven buildings or structures that are included on the List of Buildings of Special Architectural or Historic Interest (including the two bridges across the river - see Plates 6 & 23). Listed building descriptions are located in Appendix A.

6.09 The character of the Conservation Area is fairly consistent and the village is generally perceived as one entity. However, the four areas identified below (and shown on Map 3) do have some different characteristics and are therefore analysed separately in the following sections:

- Church Lane
- Manor Farm
- The Village
- Princess Road/Moor Lane



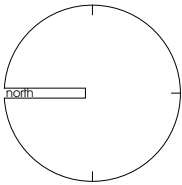
Plate 21 Grounds of the church



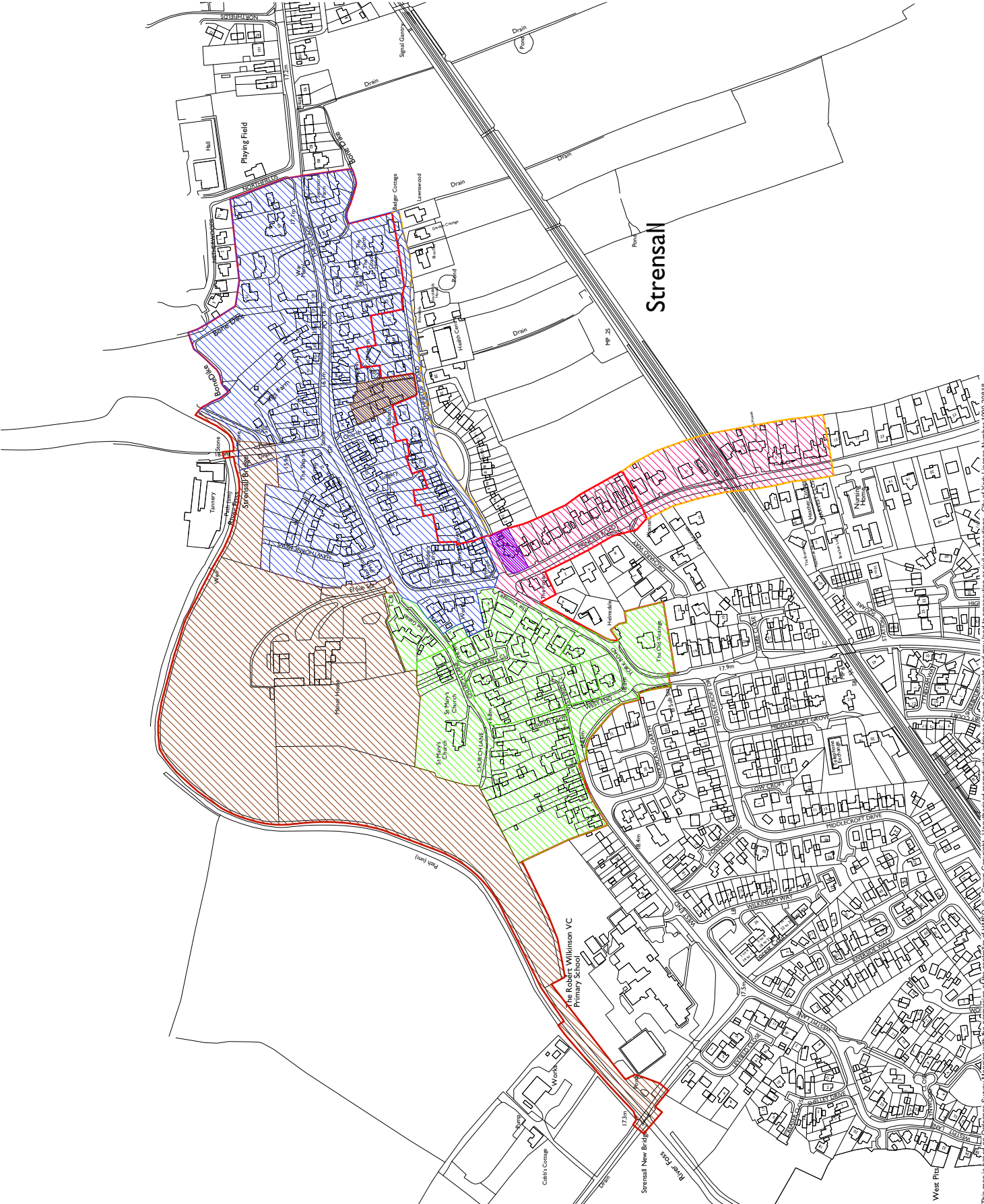
Plate 22 Trees along The Village

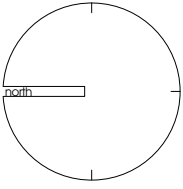


Plate 23 Strensall New Bridge

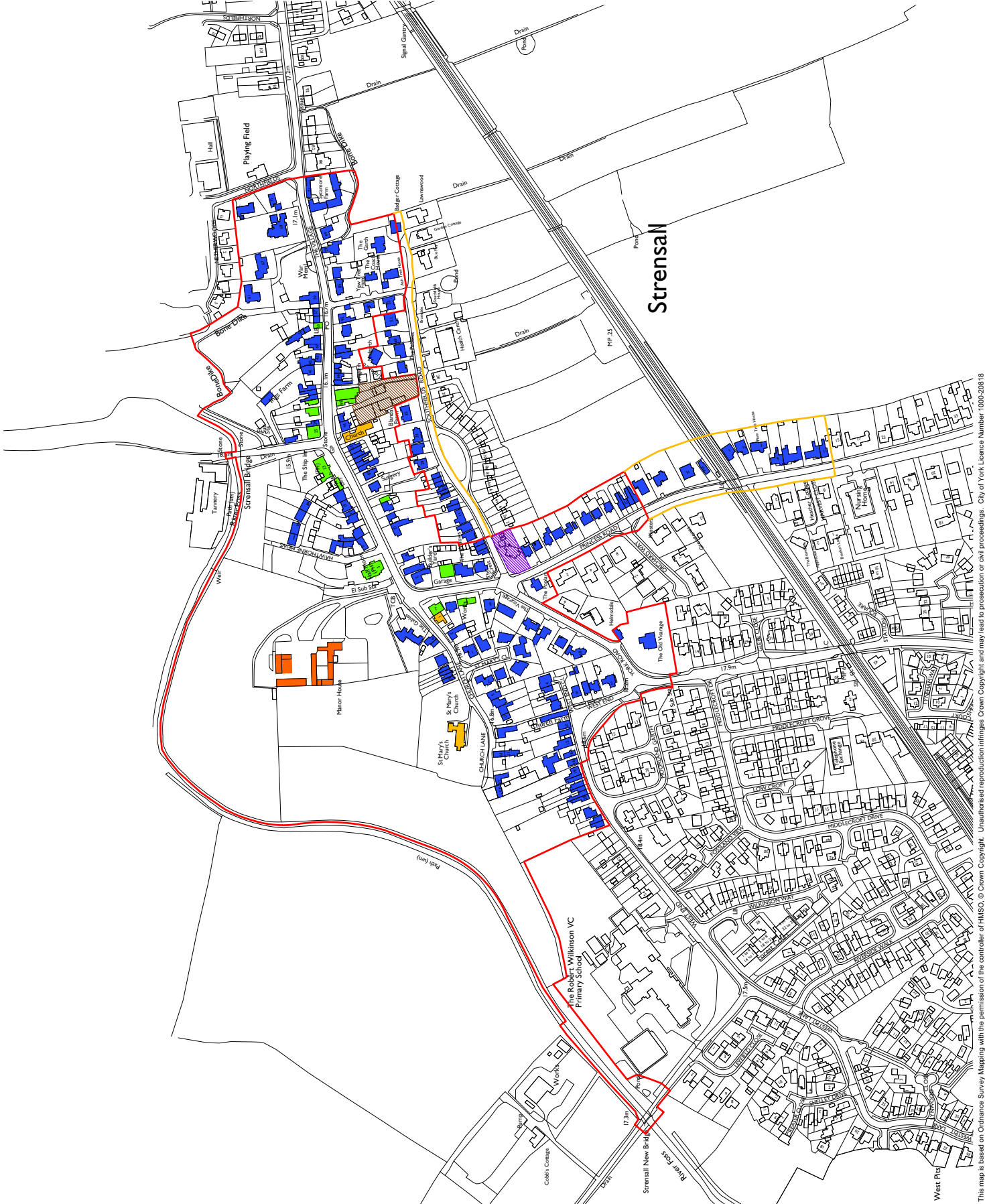


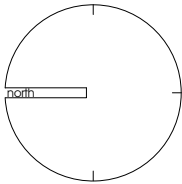
- Current Conservation Area boundary
- Proposed Conservation Area boundary
- Church Lane
- Manor Farm
- The Village
- Princess Road
- Re-developed Site
- Construction Site



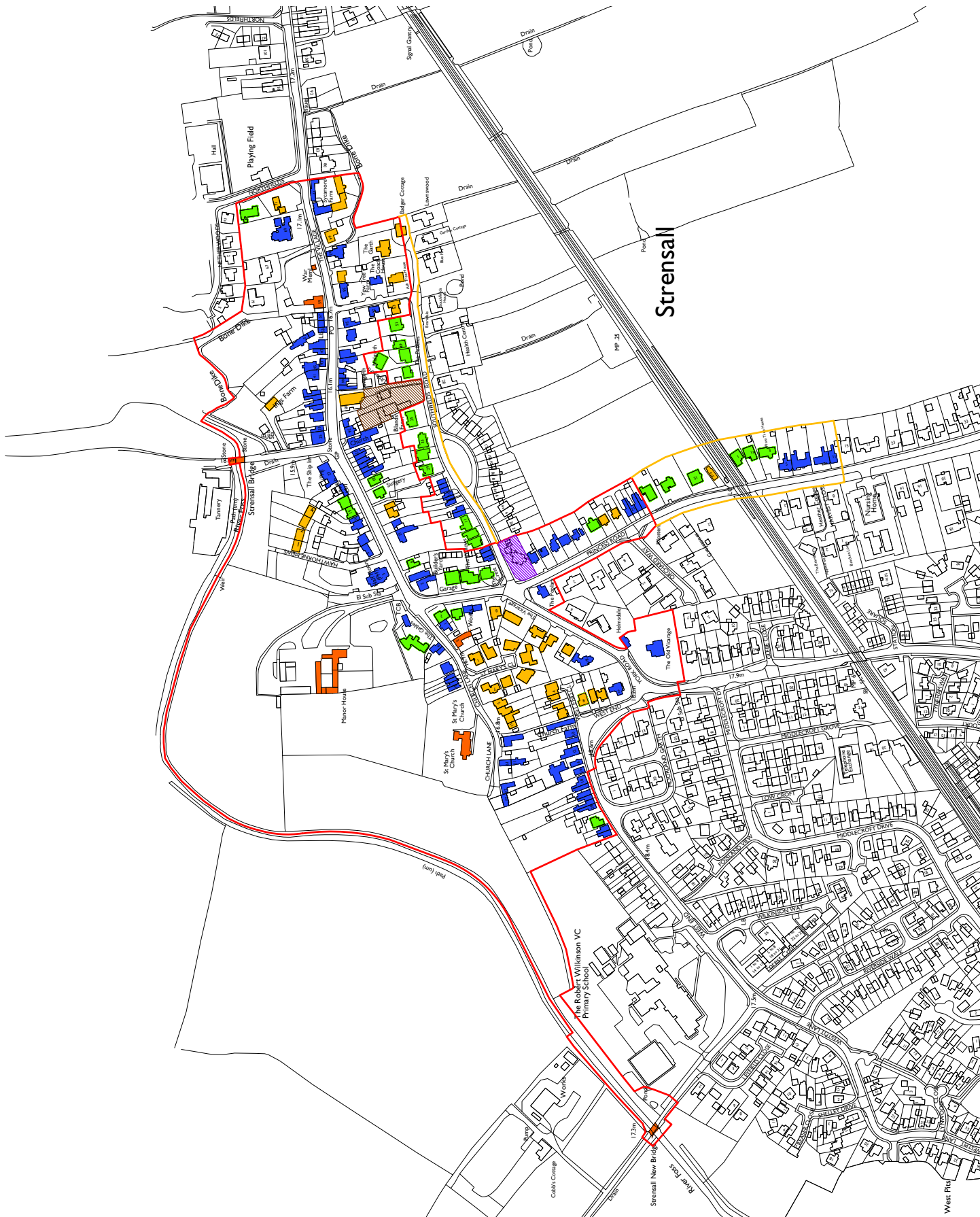


- Current Conserv Area boundary
- Proposed Conserve Area boundary
- Residential
- Commercial
- Community
- Religious
- Education (all levels)
- Agricultural and Horticultural
- Re-developed Site
- Construction Site

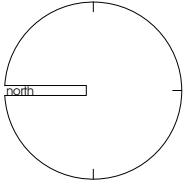




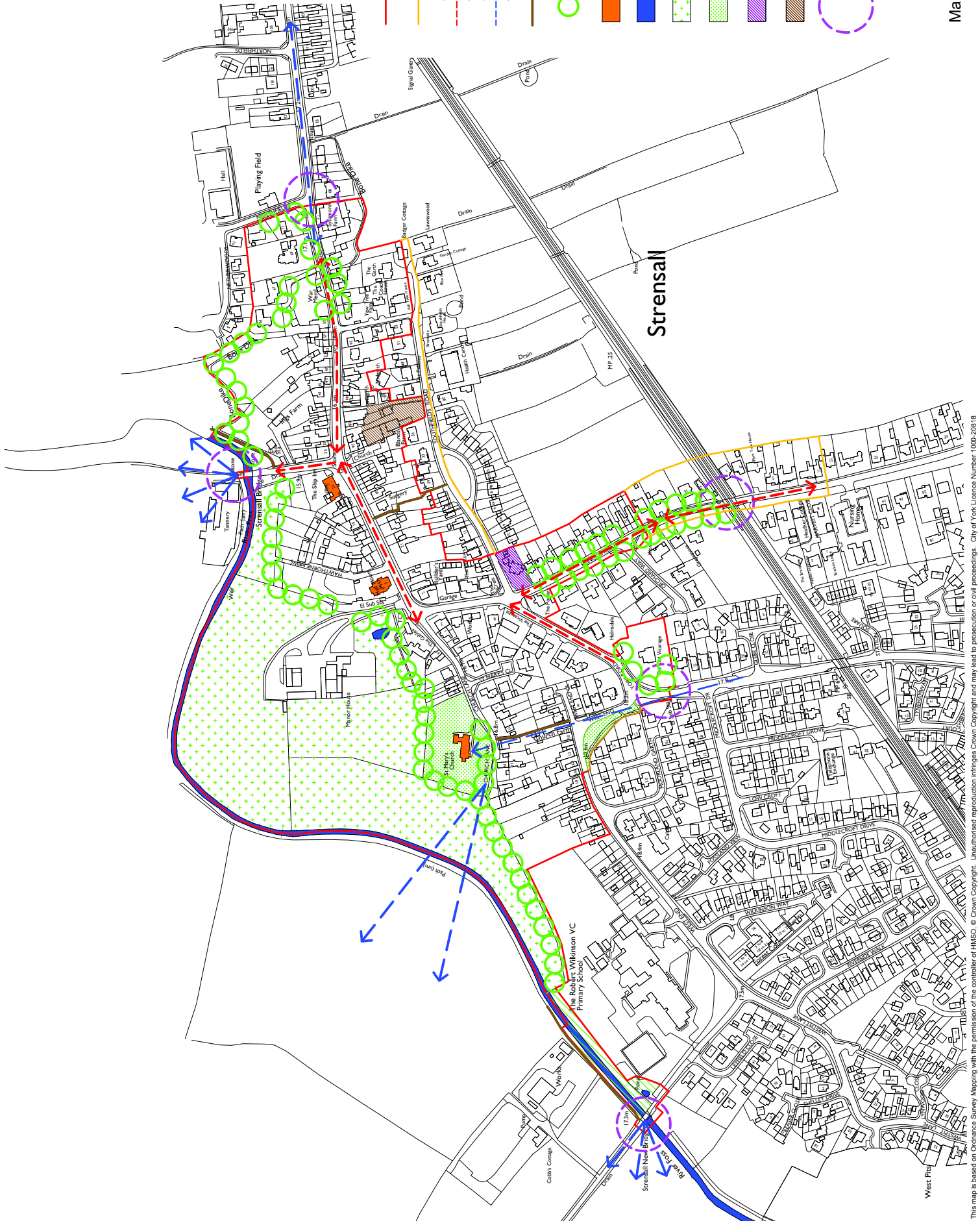
- Current Conserva
- Area boundary
- Proposed Conservation
- Area boundary
- Listed buildings
- Buildings which make a positive contribution
- Buildings which make a negative contribution
- Buildings which make a neutral contribution
- Re-developed Site
- Construction Site



Map 5 - Building Assessment



- Current Conservation Area boundary
- Proposed Conservation Area boundary
- Medium distance
- Long distance vi
- Public Footpaths
- Trees
- Landmarks
- Water
- Agriculture
- Grassed Area
- Re-developed Site
- Construction Site
- Gateway



7 CHURCH LANE

- 7.01 This character area consists of Church Lane and parts of West End and York Road (see Map 3).
- 7.02 The special interest of this character area is the result of a number of different factors: the tight enclosure of Church Lane and the visual dominance of the church; the varied relationship of buildings to York Road; and the architectural quality of the buildings.

Uses

- 7.03 The buildings in this character area are all residential with the exception of St Mary's Church (see Map 4).

Qualities of buildings

- 7.04 Within this character area there are two listed buildings (see Appendix A): St Mary's Church (see Plate 24); and No. 3 Church Lane - Berwin House, which is a mid-eighteenth century house (see Plate 25). Most of the buildings are of a modest two storey height. They are generally of simple form, with vertical window openings, constructed in clamped fired, red brick, with tiled or slated pitched roofs. The church is very different, having a complex form with a prominent tower and spire.

- 7.05 Local detailing includes brick cambered or flat arch lintels, and decorative banding at eaves level. Some of the earliest buildings also have triangular brick panels - known as brick tumbling on their gables. Most retain their original features, such as sash windows and cast iron downpipes. Also, within this character area are a number of larger or more prominent detached properties which reflect the expansion of the village during the late nineteenth and early twentieth centuries. Examples include the Vicarage and No. 2 West End (see Plate 26). All the historic buildings, listed or not, contribute to the character and the appearance of the area (see Map 5).

Spaces and views

- 7.06 The open space within this character area is limited to the churchyard which is set behind a tree filter along its boundary with Church Lane. This churchyard consists of maintained grass and memorial stones.
- 7.07 There is a significant view north along West End towards the church tower (see Plate 27). No. 2 West End as a minor landmark building on York Road, particularly in views looking north. Some



Plate 24 St Mary's Church



Plate 25 No. 3 Church Lane (Berwin House)



Plate 26 No. 2 West End

limited views also occur along Church Lane and West End in both directions.

7.08 There is an important pedestrian route within this character area. This is the narrow pathway, enclosed by high walls that connects Church Lane with West End. It is an important historic route within the village and due to the enclosure provided by the garden walls and high beech hedging of the adjacent properties the footpath retains its historic interest and significance despite being finished with tarmac (see Plate 28).

Soft landscaping

7.09 There are a large number of mature trees within this section of the Conservation Area (see Map 6). Many are located in the grounds of the church. Other trees are located in the gardens of the various houses. The Vicarage on York Road, which has very significant trees along its boundary that prevent public views towards the building. The numerous trees and hedges make a vital and varied contribution to the character of this area.

Neutral and negative factors

7.10 Where recent developments have a modest form and make use of appropriate building materials and detailing, they can be considered as neutral factors within the area (Map 5).

7.11 Within the character area are a number of modern detached modern houses that do not have architectural interest or historic characteristics that contribute to the character of the area (see Plate 29 and Map 5).



Plate 27 View towards Church Tower



Plate 28 View of alley



Plate 29 Large modern house on Church Lane

8 MANOR FARM

8.01 This character area is focused around Manor Farm (previously named Strensall Hall) which was the administrative centre of the medieval village, together with the open areas that extend north to the River Foss. It extends from Strensall New Bridge in the west to Strensall Bridge to the east (see Map 3).

8.02 The special interest of this area is centred on the historic complex of buildings and land at Manor Farm, the medieval moated site and its open setting.

Uses

8.03 Within the area there is only one property, Manor House and its associated agricultural buildings (see Map 4). The remainder of the character area is made up of open farmland and wooded areas adjacent to the river.

Qualities of buildings

8.04 Manor House is a Grade II listed building (see Appendix A). It dates from the late seventeenth century but was substantially altered in the eighteenth and twentieth centuries (see Plate 30 and Map 5).



Plate 30 View towards Manor Farm



Plate 31 Strensall New Bridge



Plate 32 Remnants of lock entrance

Other Structures

8.05 Within the character area there are two listed bridges (see Appendix A). Strensall New Bridge is located at the western end of the designated area and is the only remaining bridge built by the Foss Navigation Company in the late eighteenth century (see Plate 31). On the east side of the bridge are the remains of associated walls which could be related to former locks (see Plate 32). These remnants add to the interest of this particular part of the character area. Strensall Bridge, which dates from 1798, carries the main road north from the village (see Plate 33).

Spaces and views

8.06 The open spaces around Manor Farm define this particular character area. The trees at the western end of the area and along the rear boundaries of the village envelope create a distinctive rural setting (see Plate 34). Views into the designated area, and to the church tower, from across the River Foss are important, particularly those that are possible along the public footpath that follows the northern bank of the river (see Map 6).

8.07 A panoramic view looking north out across open fields is possible from Strensall Bridge and serves as a reminder of the agricultural history of the village.

8.08 The wooded area on the south side of the river close to Strensall New Bridge contains an informal footpath used for recreational purposes (see Plate 35).

Soft landscaping

8.09 The majority of this character area consists of grassland used for agricultural purposes and the wooded area on the south side of the river adjacent to Strensall New Bridge (see Plate 35 and Map 6). The boundary of the village envelope also contains significant trees.

Neutral and negative factors

8.10 There are no neutral or negative factors within this character area.



Plate 33 Strensall Bridge



Plate 34 View into the area across the River Foss



Plate 35 Wooded area and informal footpath to the south of Strensall New Bridge

9 THE VILLAGE

9.01 This character area (see Map 3) consists of the main road through the village which runs in a east/west direction and contains properties on both sides of the road. It also includes the houses on the north side of Southfields Road, which it is proposed should be included within the Conservation Area (see Chapter 5.00).

9.02 The special interest of this character area is the result of a number of different factors: the architectural quality of the buildings; the historic plot layouts; the relative variety of the buildings in terms of style, size; and their relationship to the road.

Uses

9.03 The buildings accommodate a mixture of residential and commercial uses typically found in a village. Facilities include two public houses, a garage, the local library, a post office, a convenience store, the Methodist Church and the fish & chip shop (see Map 4).

Qualities of buildings

9.04 This character area includes two listed buildings (see Map 5 and Appendix A): No. 59 The Village a late eighteenth century house, remodeled in the early nineteenth century (see Plate 36) and the war memorial (see 9.07 below). Most buildings are of a modest two storey height and form part of small collections of buildings or terraces. They are



Plate 36 No. 59 The Village



Plate 37 Gable detailing



Plate 38 The Ship Public House

of simple form, with vertical window openings, constructed in clamp-fired, red brick, with tiled or slated clear roof slopes interrupted only by the numerous chimneys. The more formal buildings in the area are set behind plinth walls and railings.

9.05 Local detailing includes brick cambered or flat arch lintels, and decorative banding at eaves level. Some of the earliest buildings also have triangular brick panels - known as brick tumbling on their gables (see Plate 37). Many of the eighteenth and nineteenth century buildings retain original features, such as sash windows and cast iron downpipes. Some of the buildings within the area show evidence of adaptation of the fabric, such as the former Butchers which has been increased in height. Most of the historic buildings, whether listed or not, contribute to the character and the appearance of the area (see Map 5). Some of the buildings within this character area have rendered or painted facades, for example The Ship Public House (see Plate 38). Although the use of render and painted brickwork (see Plate 39) is not the predominant material for external walls within the area, these buildings also contribute to the character and appearance of the area.

9.06 Most of the more modern buildings in this character area are constructed in a sympathetic brick and are of a simple form.

However, there are several examples of houses that do not conform to the local vernacular and many of these do not follow the fine urban grain of the designated area.

Other structures

9.07 The very fine war memorial is a Grade II listed structure (see Appendix A) that is located on the north side of The Village. It consists of small hard landscaped area with the memorial raised on a series of steps. The tall back-cloth of hedging and shrubs provides a suitable back-drop to the Portland stone (see Plate 40).

Spaces and views

9.08 The spaces in this character area are predominantly limited to the streetscene as most of the open areas are the rear gardens of the various houses, which cannot generally be seen from the public domain. However, there are number of examples of building enclaves set around a shared yard area. The only public space is the small landscaped area of the war memorial (see Plate 40).

9.09 There is a designated public footpath that runs from The Village, adjacent to No. 18, through to Southfields next to No. 29. This is a tarmac footpath and has no historic features. A second, un-designated, pedestrian route runs adjacent to the convenience store on The Village



Plate 39 No. 69 The Village



Plate 40 The War Memorial



Plate 41 View south along unpaved route

through to Southfields. This is a wide route and has an unmade surface but appears to be of historic significance (see Plate 41). Other secondary tracks have been tarmaced which erodes part of the character of the area.

9.10 Medium distance views exist along The Village in both directions but are limited by the curvature and undulations of the road but enables unfolding views along the main road (see Map 6).

9.11 A long distance view out of the designated area is possible from the eastern end of The Village. Similarly, views into the Conservation Area are also possible, looking west along the section of The Village that is outside the designated area.

9.12 There is a short distance view over the hump of Strensall Bridge looking south towards the Methodist Chapel on the south side of the Village. This building closes the vista and acts as a local landmark (see Plate 42).

Soft landscaping

9.13 There are a large number of mature trees and hedges within this character area. Most of the trees and hedges are located within the curtilage of the various buildings but they make a very important contribution to the streetscene (see Plate 43 and Map 6).

9.14 Many of the houses on the north side of The

Village have long rear gardens, some of which have been infilled with new housing. However, to the east of Strensall Bridge a number of the houses retain their long rear gardens, which adds to sense of immediacy to the surrounding countryside in this part of the area.

Neutral and negative factors

9.15 Where recent developments within this character area have a modest form and massing that responds to historical precedents within the village, and make use of appropriate building materials and detailing, they can be considered as neutral factors within the area (see Map 5).

9.16 However, there are a number of examples of buildings that do not have architectural interest or historic characteristics that contribute to the character of the area, such as the typical late twentieth century bungalows on The Village (see Map 5 and Plate 44).

9.17 As a result of the commercial uses within the area a number of the retail units have inappropriate shopfronts. The introduction of large plastic fascias is considered to be a negative factor (see Plate 20). The extent of illuminated signage also creates a harsh effect on the village ambience at night.



Plate 42 View looking south from Strensall Bridge



Plate 43 Trees in the streetscene



Plate 44 View of bungalows The Village

10 PRINCESS ROAD/MOOR LANE

10.01 This character area is focused around the historic route of Princess Lane and Moor Lane (which was formerly all known as Moor Lane) at the southern end of the designated area. It includes housing on the east side of the highway only (see Map 3).

10.02 The special interest of this character area is the result of its development during the late nineteenth and early twentieth century. As a result, this area has a distinct suburban character, very different from the traditional village qualities of the rest of the Conservation Area.

Uses

10.03 The buildings in this character area are all in residential use (see Map 4).

Qualities of buildings

10.04 There are no listed buildings within this character area but there are several buildings of note (see Map 5).

10.05 Nos. 19-25 Princess Road form a short terraced block, two and a half storey in height, built in the late nineteenth century (see Plate 45). As result the buildings are more elaborate in appearance than those elsewhere in the

Conservation Area. They make use of contrasting brickwork and decorative timber eaves. The form of the buildings is also different, with gables in the roof, canted bay windows on the ground floor and bracketed porches over the front entrance door.

10.06 Nos. 5-11 Moor Lane are excellent examples of large, early twentieth century, semi-detached suburban houses (see Plate 46). These two pairs represent housing built as a result of the railway and are important both historically and architecturally to the village. The massing of these buildings is very bold, with each house having a prominent gable that are is paired with its neighbour. This form coupled with the use of render and Venetian-style windows at second floor level provide a very individual appearance. Other details are more restrained but at ground floor level there are canted bay windows linked by a canopy that also extends over the entrance doors.

10.07 Other buildings of interest include the inter-war housing at the northern end of Princess Road. These buildings appear to have been built in close succession and follow a similar building form. They



Plate 45 Nos. 19-25 Princess Road



Plate 46 View of 9 & 11 Moor Lane



Plate 47 View of inter-war housing

are small detached houses, two storeys in height but with the first floor partially contained in the roof and with only one central small window at first floor level facing the street. The use of a central roof gable and gable roof porch adds interest to these buildings (see Plate 47).

Spaces and views

10.06 The public space within this character area is limited to the streetscape. However, the rear gardens to the various properties are also of importance, although they cannot generally be seen from the public domain.

10.07 Views within the character area limited to those north and south along the highways (see Plate 48). Views into the Conservation Area are possible from Moor Lane looking north and the trees (outside the designated area) that are seen in the equivalent view south are of significance. Views out of the character area are also possible from the level crossing along the railway tracks in both directions (see Plate 49).

Soft landscaping

10.08 The grass verge down the west side of Princess Road and Moor Lane is important to the streetscene as it softens the hard landscape and includes several mature trees, which contribute to the

leafy appearance of this character area (see Map 6). In addition, many of the front gardens of the housing on the east side of the highway have mature trees which also contribute to the character of this area.

Neutral and negative factors

10.09 There are a number of examples of buildings that do not have architectural interest or historic characteristics that contribute to the character of the area (see Plate 50 and Map 5).



Plate 48 View south along Princess Road



Plate 49 View out of the area along railway tracks



Plate 50 No. 13 Princess Road

II FUTURE MANAGEMENT SUGGESTIONS

II.01 The following issues should form the basis for a management plan for the Strensall Conservation Area. However, all aspects of the designated area identified in the appraisal should be subject to measures for preservation or enhancement, particularly when considering applications for planning permissions within or adjacent to the Conservation Area.

II.02 Consideration should be given to introducing Article 4 (2) directions to the Conservation Area. This would provide additional protection to unlisted buildings within the area and could be used, for example, to resist the replacement of timber doors and windows in unsuitable materials/styles, or the loss of typical features such as gates, fences, walls or other means of enclosure.

II.03 Along The Village there are a number of commercial uses which generate signage and the need for shop frontages. Some of the existing signage and shop fronts are considered inappropriate in the village context. An improvement in the overall design approach, that responds to the village context through the use of sympathetic natural materials, would be

beneficial to the appearance of the designated area.

II.04 A consistent approach to hard surfaces would bring about a significant improvement in the visual appearance of the area. The footpaths and highways require an appropriate choice of materials dependent on their location and functional requirements.

II.05 Within the area there are a variety of lighting column designs. It would be beneficial if the columns were of a consistent design approach and of a human scale. Also, the light emissions should be sympathetic to their rural location.

II.06 Regular tree maintenance is important and there should be encouragement for reinforcing hedges and other mature planting. In addition, it is recommend the Council re-survey the designated area and its immediate setting to establish if any further Tree Preservation Orders would be appropriate.

II.07 It is recommended that the Council suggest to English Heritage that the listing of the New Strensall Bridge be amended to include the associated walls along the river.

APPENDIX A

LISTED BUILDING DESCRIPTIONS

CHURCH LANE
(north side)

Church of St. Mary

Grade II

Church. 1865-6 and late C20 addition. J B and W Atkinson. Sandstone and Westmorland slate. West tower, 4-bay nave with south porch, 2-bay chancel with north vestry and C20 parish room. In Geometric style. 3-stage tower with angle buttresses. West front: 2-light window with trefoil window and relieving arch above. Twin belfry windows to each face. Spire. South porch: pointed doorway of single order on shafted responds. 2-light windows to nave, single-light windows to chancel. 3-light window to east end. No internal features of merit. C20 extension not of special interest.

Pevsner N, Yorkshire: The North Riding, 1966

CHURCH LANE
(south side)

No. 3

Grade II

House. Mid C18. Brick with pantile roof. 2-cell end-lobby-entry plan. 2 storeys, 2 bays. 4-panel door to right with 4-pane sashes beneath cambered brick arches to left. First floor: 4-pane sashes with timber lintels. Dentilled eaves course. Raised gable ends. End stacks. Tumbling-in to gable ends. Interior: original brick-built inglenook fireplace.

HAXBY MOOR ROAD

Strensall New Bridge
(formally listed as Strensall Low Bridge)

Grade II

Bridge. Late C18. Brick with ashlar dressings. Single round-arched humpback bridge. Splayed approaches with piers and stepped stone coping. The only surviving bridge built by the Foss Navigation Company.

SHERIFF HUTTON

Strensall Bridge

Grade II

Bridge. 1798. Built to designs by John Carr of York. Ashlar. Single segmental arch flanked by buttresses. Solid cambered coped parapet. Ramped approaches with containing walls in matching style. The bridge cost £1,363 3s 2d to build.

THE VILLAGE

War Memorial

Grade II

War memorial, 1922 with later addition. A stone Celtic cross on a rectangular shaft mounted on a tall plinth resting on a 4 step base.

The inscription on the front of the plinth reads: TO PERPETUATE THE MEMORY/OF THE MEN OF THIS PARISH WHO/WERE KILLED, DIED FROM/ WOUNDS OR SICKNESS CONTRACTED/IN THE GREAT WAR/1914-1919, followed by 17 names with regiments, and below: ERECTED BY PUBLIC SUBSCRIPTION/ORGANISED BY THE STRENSALL BRANCH/OF THE BRITISH LEGION.

On the left return on the plinth is inscribed WORLD WAR/1939-1945/REMEMBER, followed by 6 names.

The cross bears a further inscription half way up the shaft reading THEY GAVE/THEIR LIVES/THAT WE/MIGHT LIVE. Above this is deeply incised floral decoration covering the shaft and the head of the cross, with a central rose. Below the inscription is a relief carving of a soldier facing left and looking downwards, with his hands resting on his gun before him. Near his feet are representatives of a field gun and part of a tank. A laurel wreath surrounds his head.

Summary of Importance

War memorials have a very strong historical and cultural significance on both a local and national scale. The memorial cross at Strensall is a fine example with a high standard of craftsmanship in the carving of its decoration and relief figure of a First World War soldier. As a record of the fallen of both World Wars it is clearly of national significance.

THE VILLAGE

(north side, off)

**Manor House Farmhouse formally listed as
Strensall Hall**

Grade II

House. Late C17 in origin, substantially altered C18 and C20. Whitewashed brick, C20 plain tile roof. L-shaped on plan with central-hallway entry. 2 storeys, 5 bays. Early C19 half-glazed door beneath Gothick-traceried fanlight in pedimented doorcase supported on slender columns. Substantial first-floor string course. PVC windows in original openings, beneath elliptical relieving arches throughout. Steeply-pitched hipped roof. Stacks removed at 1984 re-roofing. Interior: late C17 closed string staircase with plain squat balusters. Landing balustrade is a C20 copy.

THE VILLAGE
(north side)

No. 59
(formally listed as The Grange)

Grade II

House. Late C18 remodelled early C19. Brick in Flemish bond, pantile roof. Central-hallway entry, 2 rooms in depth. 2 storeys, 3 bays. 6-panel doorway beneath divided overlight in Doric doorcase with engages columns. Replacement 16-pane sashes beneath cambered brick arches. Heavy timber cornice with paired dentils. Gable coping and end stacks.

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STRENSALL RAILWAY BUILDINGS CONSERVATION AREA APPRAISAL



In association with Strensall with Towthorpe
Parish Council

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APPENDIX A - Listed Building Descriptions

This document was prepared in November 2010 by Woodhall Planning and Conservation on behalf of the City of York Council. The format and content were agreed with the Design, Conservation and Sustainable Development Section of City of York Council, and the document was approved by the Council on

I INTRODUCTION

I.01 A conservation area is defined by the Planning (Listed Buildings and Conservation Areas) Act 1990 as an area of special architectural or historic interest, (the character or appearance of which) is desirable to preserve or enhance. Section 69 of the Act requires Local Planning Authorities to identify and designate conservation areas within their geographical boundaries and to formulate, in conjunction with the public, proposals for their preservation and enhancement (section 71 and 72 of the Act). The Act places a duty upon Local Planning Authorities to review the extent of the conservation areas.

I.02 Strensall is a historic village, located to the north of York (see Map 1). The Strensall Railway Buildings Conservation Area was designated in 2001, with the boundaries as shown on Map 2. In addition, the historic core of the village is designated as the Strensall Conservation Area, which is the subject of a separate Appraisal document.

I.03 This document sets out the findings of a character appraisal of the Strensall Railway Buildings Conservation Area and can be regarded as being in four parts. The first part (Chapters 1-4) sets the scene by

analysing the history and baseline factors of the Conservation Area. The second part (Chapter 5) reviews the extent of the Conservation Area as originally designated and explains the reasons for the proposed revision of its boundaries. The third part, (Chapter 6) describes the character of the area. The final part (Chapter 7) discusses the measures that could be introduced within the designated area in order to preserve and enhance its character and appearance.

I.04 The assessment is based on field work in August and September 2010 and is limited to the buildings and areas visible from the public domain.

I.05 Strensall Railway Buildings Conservation Area Appraisal was approved as a supporting document to the conservation policies included in the City of York's draft Local Plan (incorporating the fourth set of changes) by the Planning Committee of City of York Council on *to be inserted*. The Conservation Area Appraisal will also be used to inform the emerging Local Development Framework.



Map 1

2 LOCATION AND CONTEXT

- 2.01 The Strensall Railway Buildings Conservation Area lies approximately 5 kilometres north of York city centre. Strensall village sits to the south and east of the River Foss and is positioned between the B1363 and A64 (see Map 1). The Strensall Railway Buildings Conservation Area sits within the Strensall village envelope and is located at the eastern end of Strensall, largely to the north of the railway line (see Plate 1).
- 2.02 The designated area is focused around the former station house, its associated signal box and a number of associated residential properties along The Village.
- 2.03 It is estimated that approximately 100 people live within the Conservation Area.



Plate 1 Aerial view

3 TOPOGRAPHY AND LANDSCAPE SETTING

3.01 Strensall village occupies part of a flat open area to the south of the River Foss. The village itself is surrounded by fields to the north, east and west. These areas of open ground enable long distance views towards the village from the north. To the south-east of the village is Strensall Common and Strensall Army Camp.

3.02 The immediate setting of the Strensall Railway Buildings Conservation Area is dominated by twentieth century housing development, the railway line and a small section of agricultural land between the railway line and the houses on the south side of The Village. Glimpses of the surrounding countryside are possible around the former station yard and along the railway tracks. As a result the designated area is enclosed by surrounding development with only the open ground to the south and the small playing field to the west (see Plate 2) providing the opportunity for open views and the sense of separation from Strensall itself.



Plate 2 View of playing to the west

4 HISTORICAL DEVELOPMENT

4.01 The Conservation Area clearly relates to the development of Strensall that occurred as a result of the building of the railway line.

4.02 The York to Scarborough line was opened in 1845 and it is understood that the station house was built in 1848. The 1854-56 Ordnance Survey map illustrates the basic layout of the designated area with The Village, known at this date as Hags Lane, laid out in its current alignment and Lord's Moor Lane extending south from the level crossing.

4.03 Strensall Railway Station is identified on the 1854-56 Ordnance Survey map but it is not clear whether the signal box that survives today is shown at this date. It is also assumed that the platform opposite the signal box was in existence at this date. The coal drops on the north side of the railway line, beyond the platform, are not clearly shown but appear to be part of the coal depot that is identified. Also at this date there appears to be a small group of buildings to the west of the station house on the south side of The Village.

4.04 By 1892 the designated area has not changed significantly. What has

previously appeared to be a small group of buildings on the south side of The Village (now shown as Station Road) to the west of the station house, now appears as only one building, which still survives (see Plate 3). On the north side of The Village two houses appear to have been built at its eastern end opposite the level crossing.

4.05 By the early twentieth century most of the buildings that are within the Conservation Area had been constructed, as shown on the 1912-13 Ordnance Survey map. This shows houses on both sides of The Village (see Plate 4), although a gap exists on the north side. Also, by this date the signal box is clearly shown (see Plate 5) and the brick and tile works to the north had been established.

4.06 Little changed within the designated area during the remainder of the twentieth century. The cinder track leading to the brick and tile works was adopted as highway and Lords Moor Lane, leading south from the signal box, became a formal extension to the main road. In 1930s Strensall Station closed to regular timetabled passengers, but Sunday



Plate 3 Early building



Plate 4 View of houses on the north side of The Village



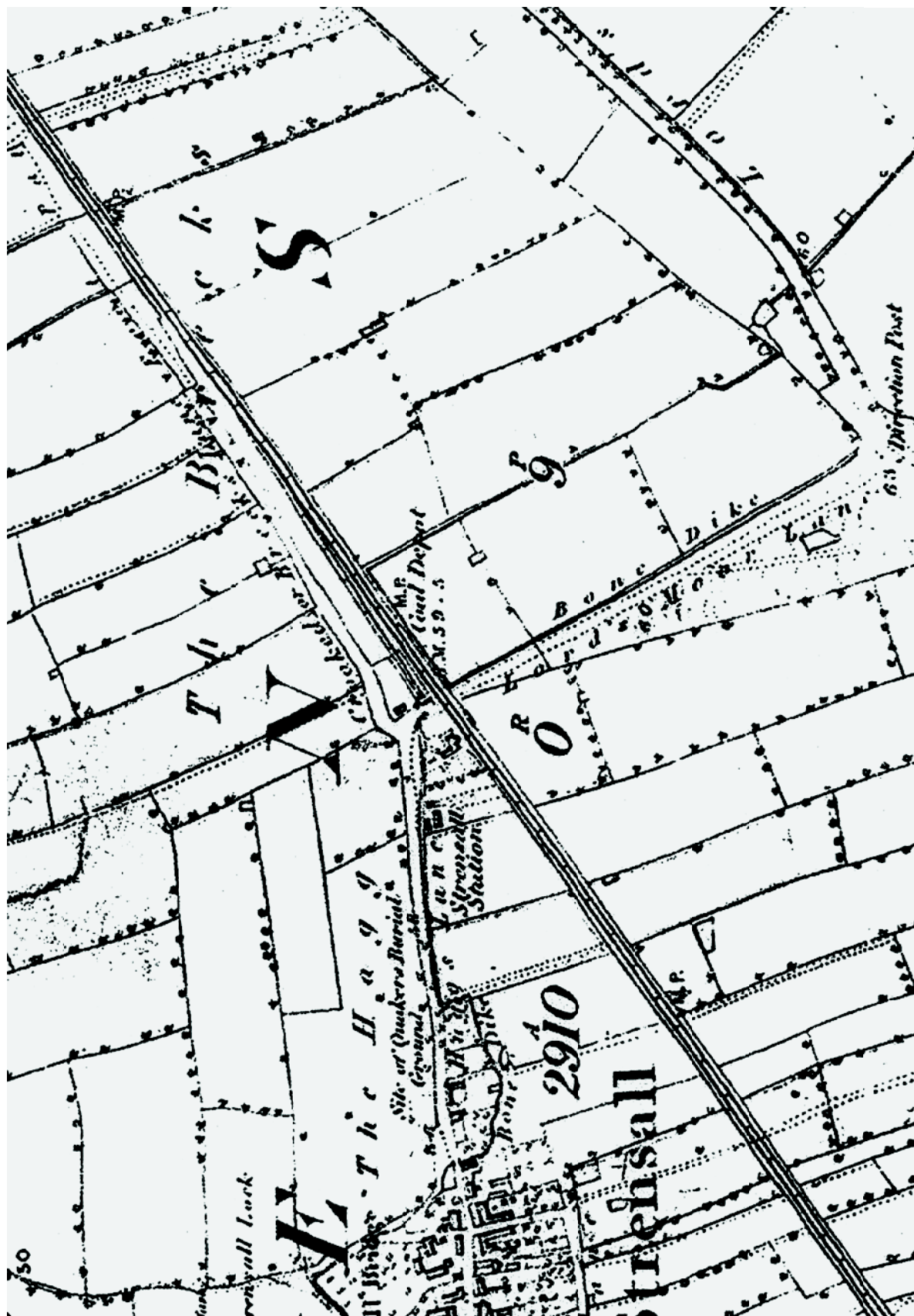
Plate 5 The signal box

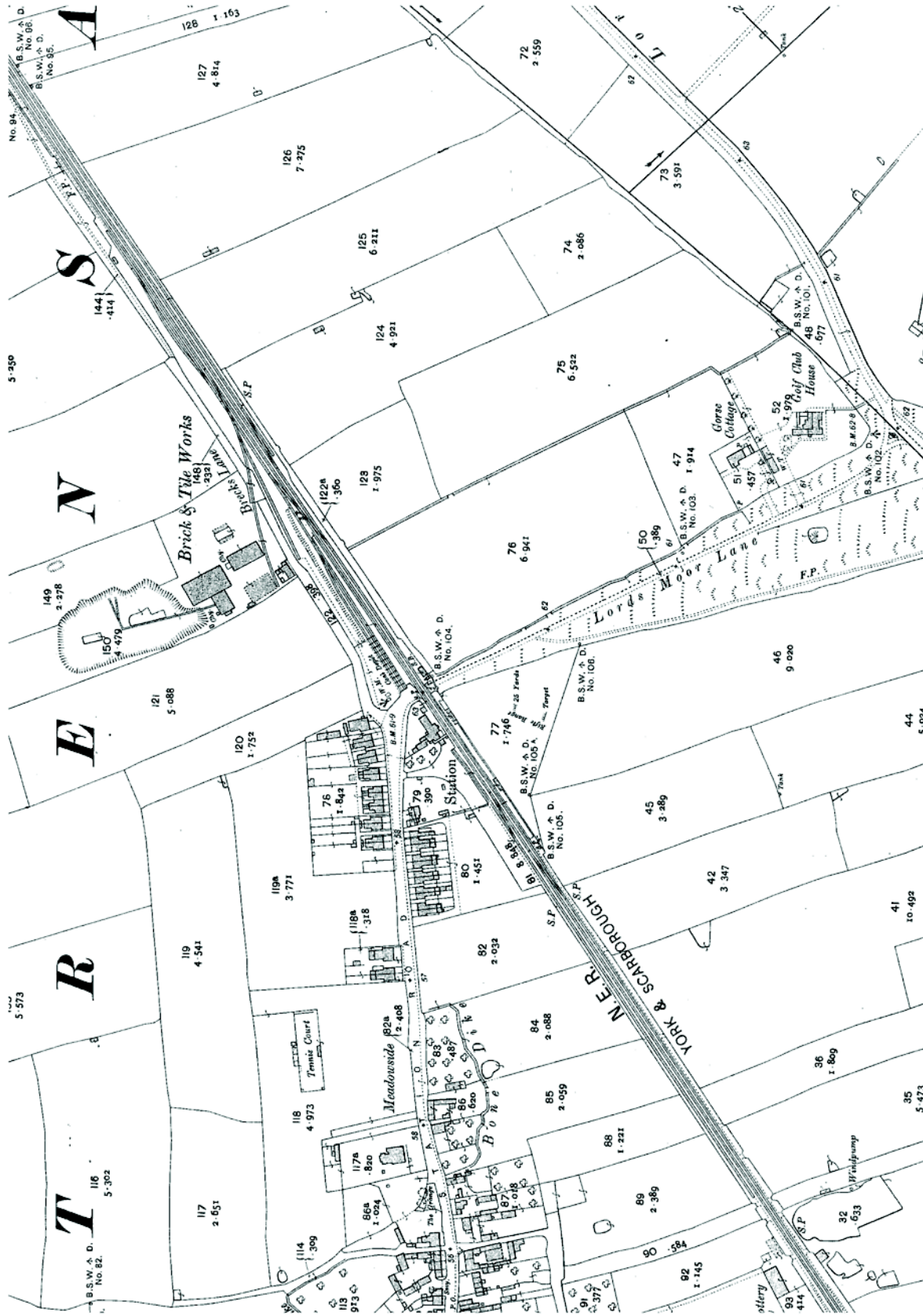
services and excursions operated until the 1950s. The station was also used by the nearby army base during World War Two. The station house was brought back into use as a private residential unit at some stage during the second half of the twentieth century.

4.07 No. 101 The Village was built in 1937 to serve as the local doctor's house and surgery (see Plate 9) and at about the same time the Northfields development was constructed to the north. Later developments within the Conservation Area generally involved the construction of individual houses (see Plate 6). Finally, "Station Road" was re-named The Village during the second half of the twentieth century.



Plate 6 Oblique view of 128a on right hand side





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5 CONSERVATION AREA BOUNDARY

5.01 One of the requirements of an appraisal is a review of the Conservation Area boundaries to establish whether changes would be appropriate. Therefore the extent of the existing designated area has been reviewed and areas around the existing Conservation Area have been studied to ascertain whether any new areas should be included or existing areas excluded.

Existing boundary

5.02 The current boundary of the designated area is illustrated on Map 2. The eastern end of the designated area is focused around the former station house together with its associated signal box and level crossing. It is also includes what are understood to be the former sidings to the south–west. The reminder of the designated area is focused around housing on both sides of The Village which runs in an east/west direction.

Possible alterations

5.03 There are no areas which are considered to be included inappropriately within the current boundary.

Possible additions

5.04 Two areas are being put forward for inclusion in the Conservation Area: the

former station yard and contemporary railway housing to the west. To the north of the railway line adjacent to the level crossing is the former station yard. This includes the coal drops that were associated with the railway (see Plate 7) These are in form of a series of uncovered brick bays that abut the wall that was part of the old platform, which has been demolished. The 1854-56 Ordnance Survey map indicates that there was a coal depot at the station. In view of their historic association with the railway it is considered that the former station yard is worthy of inclusion within the designated area (Area A on Map 2). The former station yard is directly in line of view from the west when traveling along the main road and therefore any development must be strictly controlled.

5.05 Beyond the western end of the current boundary on the north side of The Village are five residential properties of interest: Nos. 93 - 101 (Area B on Map 2). Nos. 93-99 (see Plate 8) are a two villa pairs of similar age and form to the other villa pairs in the designated area, although Nos. 97 and 99 have lost most of their original details. No. 101 is an interesting and well designed detached house, dated 1937 (see Plate 9). It was purpose built as a doctor's



Plate 7 View of former station yard



Plate 8 Nos. 93-99 The Village



Plate 9 No. 101 The Village

house and surgery. In view of the quality of these buildings it is recommended they are also included in the designated area.

- 5.06 It is also proposed to include No. 103 The Village in the designated area. This is a single storey late twentieth century house (see Plate 10). Although it is of no special interest it is considered appropriate to include the house in the designated area in order to sensibly connect the proposed extension to the existing Conservation Area boundary.

Recommendations

- 5.07 In view of all the above, it is considered that the boundary of the designated area be altered to include the former station yard associated with the railway (Area A on Map 2) and numbers 93 - 103 The Village (Area B on Map 2).



Plate 10 No. 103 The Village



6 GENERAL CHARACTER

6.01 This section considers the general character of the whole of the Conservation Area.

Use

6.02 The predominant use of the buildings within the area is residential, with the exception of the railway signal box located at the level crossing at the east end of the designated area (see Map 3 and Plate 11). The former station yard (Area A of the proposed additions) was used as a builders yard with informal office until recently. Within Area B of the proposed addition there are two small areas of landscaped open space on either side of the junction of Northfields with The Village.

Qualities of the Buildings

6.03 Within the Conservation Area there is only one listed building (see Map 4 and in Appendix A). This is the former station house, which is located directly on the north side of the railway line and was built in circa 1848 for the York and North Midland Railway Line. The building is two storeys in height and is constructed of local brick with stone dressings and arch-headed windows under a shallow pitched overhanging slate roof. It has a main range with a central bay that breaks forward towards the railway line and is typical of the early generation of railway buildings (see Plate 12).

6.04 The only other building that relates directly to the railway is the signal box on the south side of the level crossing (see Plates 5 and 11). This has a brick base with a distinctive glazed first floor.

6.05 On the south side of The Village Nos. 126 & 128 are the only examples of an early buildings within the designated area. The house is semi-detached with a simple form, is constructed of bricks with no decorative detailing and has a pantiled roof (see Plate 3).

6.06 The majority of the houses within the designated area are late Victorian or early Edwardian in style. These are two storeys in height, constructed of red brick and have pitched slate roofs (see Plate 13). The predominant building form is small villa pairs but there is one example of a short terrace containing five units on the north side of The Village. These houses sit behind small front gardens that are defined by a low brick wall topped with a stone coping. The houses are positioned close together which creates a fine linear urban grain and also results in a high density of development.

6.07 Many of these later houses have decorative detailing, in contrast to the



Plate 11 View towards the signal box



Plate 12 The former station house



Plate 13 Example of a villa pair

older buildings in the area. Dentiled brick coursing above openings or a string course of white contrasting brick work provide interest to the façade (see Plate 13). Canted bay windows are a feature of these houses and these provide a rhythm to the façade and the streetscene. The front doors are highlighted through the use of timber porches (see Plate 14). These porches often have elaborate carved panels and brackets. Many of the houses retain their original vertical sliding sash windows and timber doors.

6.08 There is one later distinctive house (No. 101 the Village), dated 1937, which also contributes to the appearance of the area (see Plate 9). This is within Area B of the proposed additions to the designated area at the west end of The Village. The house is constructed with red brick under hipped pantile roof. It has a simple form with little elaboration, with the exception of the bracket porch over the entrance door.

Spaces and views

6.09 Within the designated area there are a limited number of spaces due to the form of the area and its small size. The main spaces are the roads and their associated elements. The exceptional width of The Village at its east end indicates that this was a terminus for the bus and for delivery vehicles as there were no through roads until the adoption of Lords Moor Lane and

Brecks lane in the mid twentieth century. The bus terminus has been re-located north. None of the pavements retain their original materials, which have been replaced with modern concrete kerbs and tarmac surfacing. However, the rubber road surface across the level crossing does provide interest and variety to the area and reflects its function.

6.10 There are two small open grassed spaces, each planted with ornamental trees within Area B of the proposed additions to the designated area on either side of the junction between Northfields and The Village. These spaces provide a break in the built form of the area and the trees create an attractive area of landscape (see Map 5).

6.11 Views within the designated area are predominantly along The Village to either end of the Conservation Area (see Map 5 and Plate 15). Similarly, views are possible into and out of the designated area along The Village and other roads. Also, there are significant views out of the designated area from the level crossing looking along the railway tracks in both directions (see Plate 17). The level crossing also provides an oblique view to the former station house (see Map 5 and Plate 12).

6.12 A significant view into the designated area exists looking north along Lord's Moor Lane. This view is framed by the signal box and



Plate 14 Decorative bracketed porches

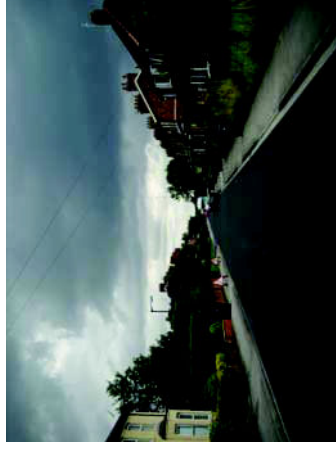


Plate 15 View east along The Village



Plate 16 View into the designated from Lord's Moor Lane

gates at the level crossing and the vista is closed by the houses on the north side of The Village (see Plate 16). The level crossing acts as a gateway as it marks the entry into the area from the south and the signal box acts as a local landmark (see Map 5).

- 6.13 The former station yard (Area A of the of the proposed additions to the designated area) is a private open space of historic significance. It contains coal drops and other storage facilities associated with the railway that comprise of a series of large uncovered brick-built bays (see Plate 7).

Soft Landscaping

- 6.14 The streetscene along the Village is softened by the trees, shrubs and hedges located in the front gardens of the houses. The large mature trees in the garden area of the former station house at the east end make a very significant contribution to the character and appearance of the Conservation Area as do other tree groups and ornamental trees at road junctions (see Plate 18 and Map 5).

Neutral and Negative factors

- 6.15 Within the designated area there are a limited number of neutral and negative factors (see Map 4).

- 6.16 Within Area B of the proposed addition to the Conservation Area, Nos. 97 and 99 The

Village are a villa pair, which has its brickwork covered with render; this has also resulted in the loss of much of its original detailing. Although the building still displays its original form which could be re-instated. As a result, it is considered that the building is a neutral factor within the designated area.

- 6.17 In addition, some houses have unfortunately lost their original timber window frames and front doors. Other houses have lost their front boundary walls and the front gardens have been replaced with hard surfacing to provide vehicle parking.

- 6.18 On the south side of The Village, to the east of the former station house is a large modern house set back from the general building line with an L-shaped footprint and large dormer window. Unfortunately the effects of its exposed location and its uncharacteristic building typology and dormer window represent a minor intrusion into the area (see Plate 19). Similarly the bungalow at No. 103 The Village (which is within Area B of the proposed addition to the designated area) is also uncharacteristic of the remainder of the Conservation Area (see Plate 10).



Plate 17 Railway tracks



Plate 18 Trees in garden area of the former station house



Plate 19 View of modern house on the south side of The Village



Map 3 - Existing uses



Map 4 - Building Assessment



Map 5 - Spatial analysis

7 FUTURE MANAGEMENT SUGGESTIONS

- 7.01 The following issues should form the basis for a management plan for the Strensall Railway Buildings Conservation Area. However, all aspects of the area identified in the appraisal should be subject to measures for preservation or enhancement, particularly when considering applications for planning permissions within or adjacent to the Conservation Area.
- 7.02 Consideration should be given to introducing Article 4 (2) directions to the Conservation Area. This would provide additional protection to unlisted buildings within the area and could be used, for example, to resist the replacement of timber doors and windows in unsuitable materials/styles, or the loss of typical features such as gates, fences, walls or other means of enclosure.
- 7.03 The reinforcement of hedges and other mature planting. In addition, it is recommended that the Council re-survey the designated area and its immediate setting to establish if any further Tree Preservation Orders would be appropriate.
- 7.05 The former station yard to the north of the railway line has an open character which needs to be retained should the site be redeveloped in the future.

- 7.03 Within the area there are a variety of lighting column designs. It would be beneficial if the columns were of a consistent design approach, of a human scale. Also, the light emissions should be sympathetic to a rural location.
- 7.04 Regular tree maintenance is important and there should be encouragement for

APPENDIX A

LISTED BUILDING DESCRIPTIONS

THE VILLAGE
(south side)

No. 130 (Station House)

Grade II

Station. Now house. C1848. Probably by G T Andrews for the York and North Midland Railway. Brick, stone dressings and Welsh slate roof. Main range with central bay breaking forward, addition to right and cross wings to rear. 2 storeys, 5 bays with single-storey 2-bay addition to right. Stone plinth. Central canted bay beneath wide eaves flanked by sashes with glazing bars beneath cambered brick arches. Right extension: 2-panel door with overlight beneath segmental arch, with sash with glazing bars beneath segmental arch to left. First floor: continuous stone band at sill level. Pair of round-arched plate glass sashes flanked by sashes with glazing bars beneath cambered brick arches, with window opening to extreme left blocked. End and ridge stacks. The York to Scarborough line was opened in 1845.

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TOWTHORPE CONSERVATION AREA APPRAISAL



In association with Strensall with Towthorpe
Parish Council

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APPENDIX A - Listed Building Descriptions

The name of designated area is proposed to amende from Towthorpe Village to the Towthorpe Conservation Area.

This document was prepared in November 2010 by Woodhall Planning and Conservation on behalf of the City of York Council. The format and content were agreed with the Design, Conservation and Sustainable Development Section of City of York Council, and the document was approved by the Council on

I INTRODUCTION

1.01 A conservation area is defined by the Planning (Listed Buildings and Conservation Areas) Act 1990 as an area of special architectural or historic interest, (the character or appearance of which) is desirable to preserve or enhance. Section 69 of the Act requires Local Planning Authorities to identify and designate conservation areas within their geographical boundaries and to formulate, in conjunction with the public, proposals for their preservation and enhancement (section 71 and 72 of the Act). The Act places a duty upon Local Planning Authorities to review the extent of the conservation areas.

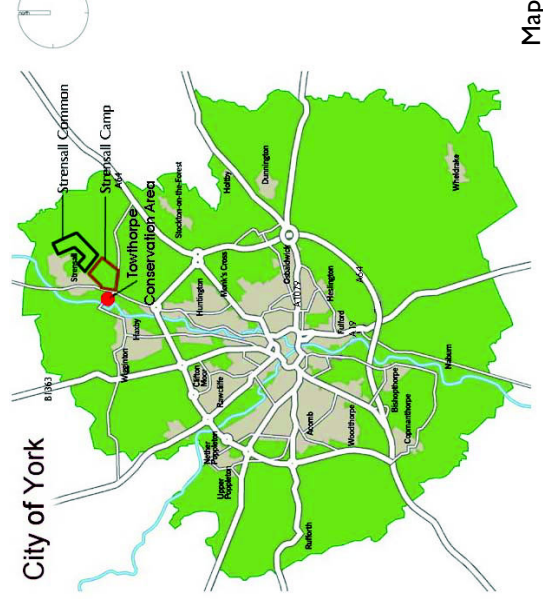
1.02 Although the Conservation Area is named as “Towthorpe Village”, Towthorpe is actually a small agricultural hamlet, located to the north of York (see Map 1). The Towthorpe Village Conservation Area was designated in 2001, with the boundaries as shown on Map 2 within Appendix A. The whole area is less than 9 hectares.

1.03 This document sets out the findings of a character appraisal of the Towthorpe Village Conservation Area and can be regarded as being in four parts. The first

part (Chapters 1-4) sets the scene by analysing the history and baseline factors of the conservation area. The second part (Chapter 5) reviews the extent of the Conservation Area as originally designated and explains the reasons for the proposed revision of its boundaries. The third part, (Chapter 6) describes the general character of the area as revised. The final part (Chapter 7) contains suggestions for future management.

I.04 The assessment is based on field work in August and September 2010 and is limited to the buildings and areas visible from the public domain.

1.05 Towthorpe Village Conservation Area Appraisal was approved as a supporting document to the conservation policies included in the City of York's draft Local Plan (incorporating the fourth set of changes) by the Planning Committee of City of York Council on *to be inserted*. The Conservation Area Appraisal will also be used to inform the emerging Local Development Framework.



Map I

2 LOCATION AND CONTEXT

2.01 The Towthorpe Village Conservation Area lies approximately 5 kilometres north of York city centre. Towthorpe sits to the east of the River Foss and is positioned between Haxby, approximately 1 kilometre to the west, and Strensall which is approximately 1.5 kilometres to the north east (see Map 1).

2.02 The designated area sits on both sides of Towthorpe Road and is focused around a small agricultural hamlet of long standing (see Plate 1). The designated area around and surrounding land forms part of the City of York Green Belt, and is recognized in the emerging Local Development Framework as an area preventing coalescence (Policy G1).

2.03 It is estimated that approximately 15 people live within the Conservation Area.



Plate 1 Aerial view

3 TOPOGRAPHY AND LANDSCAPE SETTING

3.01 Towthorpe occupies part of an open area to the east of the River Foss. The buildings appear to be set on a slight rise in the landscape when viewed from the west. This topography has contributed to the north/south alignment of the settlement and caused the sharp bends of the approach roads. The hamlet itself is surrounded by fields. These areas of open ground enable long distance views towards the village from the north, south and west.

3.02 The immediate setting of the designated area is dominated by open agricultural land (see Plate 2). To the north side of Towthorpe Road there is an unusual mounded field which appears to be man made. To the east, along the south side of Towthorpe Road, there are a number of modern residential properties that are outside the Conservation Area. To the east of Towthorpe village is Strensall Army Camp. To the north-east corner is a heavily wooded area beyond Low Farm.



Plate 2 View towards the Conservation Area looking north along Towthorpe Road

4 HISTORICAL DEVELOPMENT

4.01 Information about the early history of Towthorpe is limited. It was a well-established settlement by the eleventh century but may have much earlier origins as there is evidence for pre-historic and Roman activity in the wider area.

4.02 The township of Towthorpe was owned by the Count of Mortain in 1086 and at the beginning of the fourteenth century was held by the de Mauleys. The moat on the western edge of the Conservation Area is probably the site of the early manor house, which may have made use of the River Foss for protection. There is evidence of ridge and furrow (indications of medieval ploughing) to the north-west of the hamlet. There appears to have been a change in land tenure by the early fifteenth century, which may indicate a significant reduction in the size of the settlement.

4.03 The size of the hamlet may have remained relatively unaltered since this late medieval period, although there was a substantial period of rebuilding in the eighteenth century, probably linked to agricultural improvements. Most of the farm houses appear to date from this period, although the associated farm buildings are generally later.

4.04 The location of Grange Farm, away from the road and the other farms may suggest that it had a different function or status (see Plate 3). The 1854 Ordnance Survey Map suggests that it was a focal point at the south end of the hamlet.

4.05 There have been few developments within Towthorpe during the twentieth century. The farm complex north of Manor Farm (see Plate 4) appears to have been absorbed by one of the other farms towards the beginning of the century as by 1911 its house had been sub-divided into three cottages. During the latter half of the twentieth century the cottages have been altered to storage accommodation. One bungalow (Beith Acre - now massively extended) was erected in the 1920s to the south of Low Farm and other similar properties were created to the east of Grange Farm (outside the designated area).

4.06 The farmsteads catered for a mixed agricultural economy. In the last few decades agricultural activity has reduced within the hamlet and many of the buildings have become derelict. However, within the past two years, the farmhouses at Manor Farm and Low Farm have been restored. (see Plate 5).



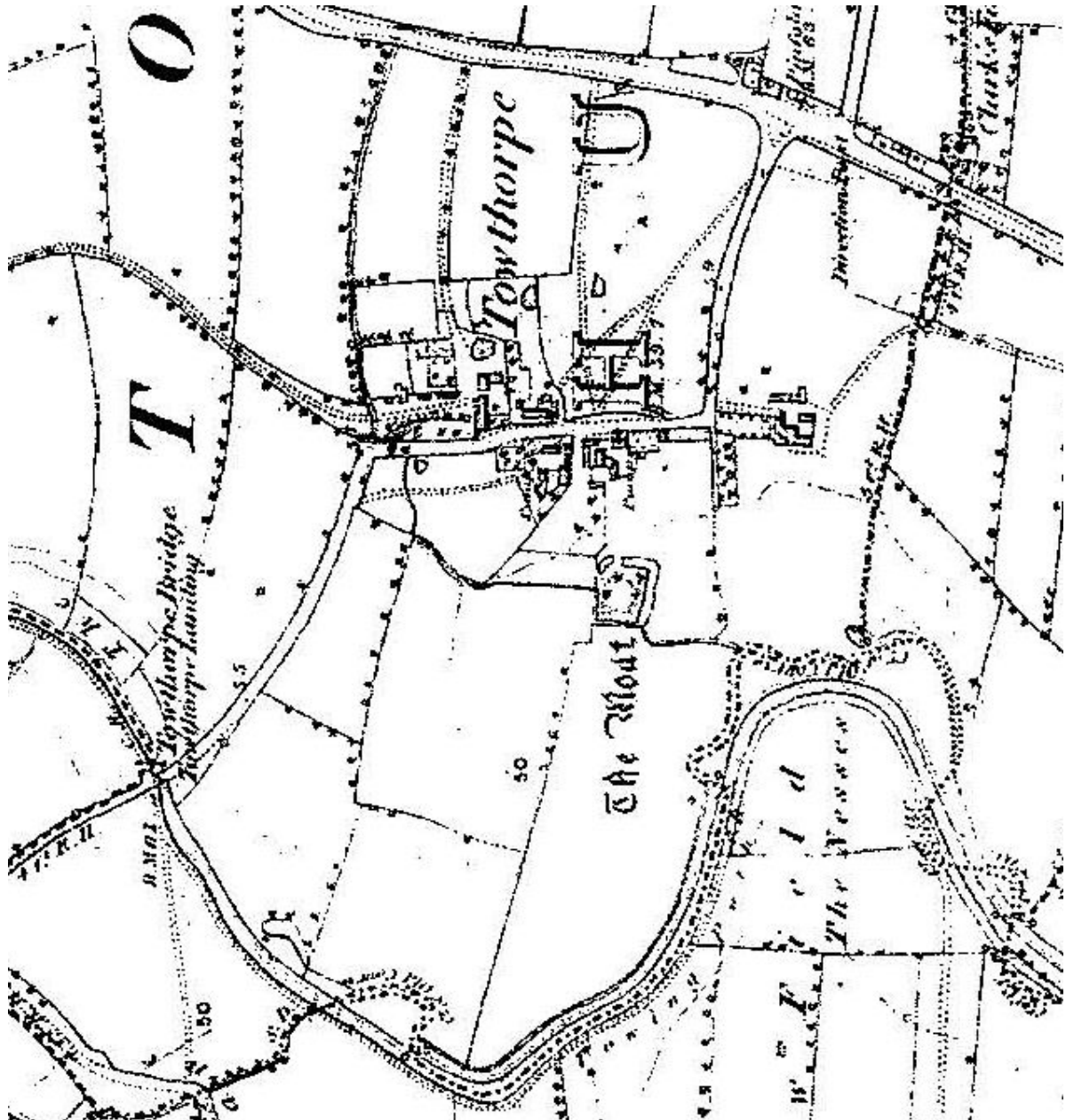
Plate 3 View towards Grange Farm



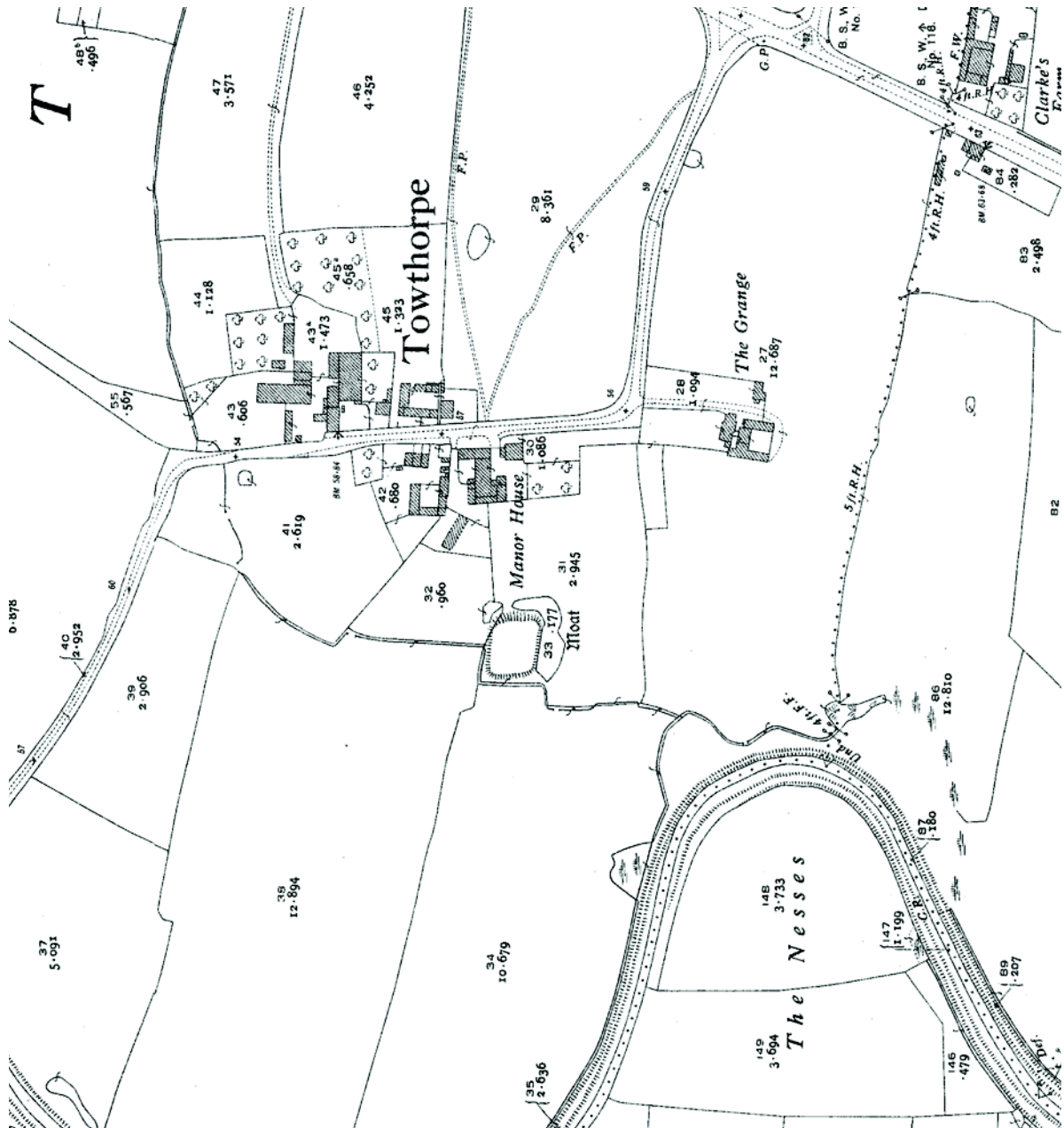
Plate 4 Farm buildings at Manor Farm



Plate 5 Manor farmhouse



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1930 Ordnance Survey Map

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5 CONSERVATION AREA BOUNDARY

- 5.01 One of the requirements of an appraisal is a review of the Conservation Area boundaries to establish whether changes would be appropriate for there to be any changes. Therefore the extent of the existing designated area has been reviewed and areas around the existing Conservation Area have been studied to ascertain whether any new areas should be included or existing areas excluded.

Existing boundary

- 5.02 The current boundary of the designated area is illustrated on Map 2 in Appendix A. The Conservation Area is focused around five farm complexes most of which are no longer in agricultural use (see Plate 6). Grange Farm stands in a relatively isolated location to the south of a bend in Towthorpe Road (see Plate 7) but the other four former farm complexes, together with one other property, form a group on either side of the road further north. The designated area also includes open land on the west side of the road.

Possible alterations and additions

- 5.03 There are no areas which are considered to be included inappropriately and no further additions to the boundary are recommended.

Recommendations

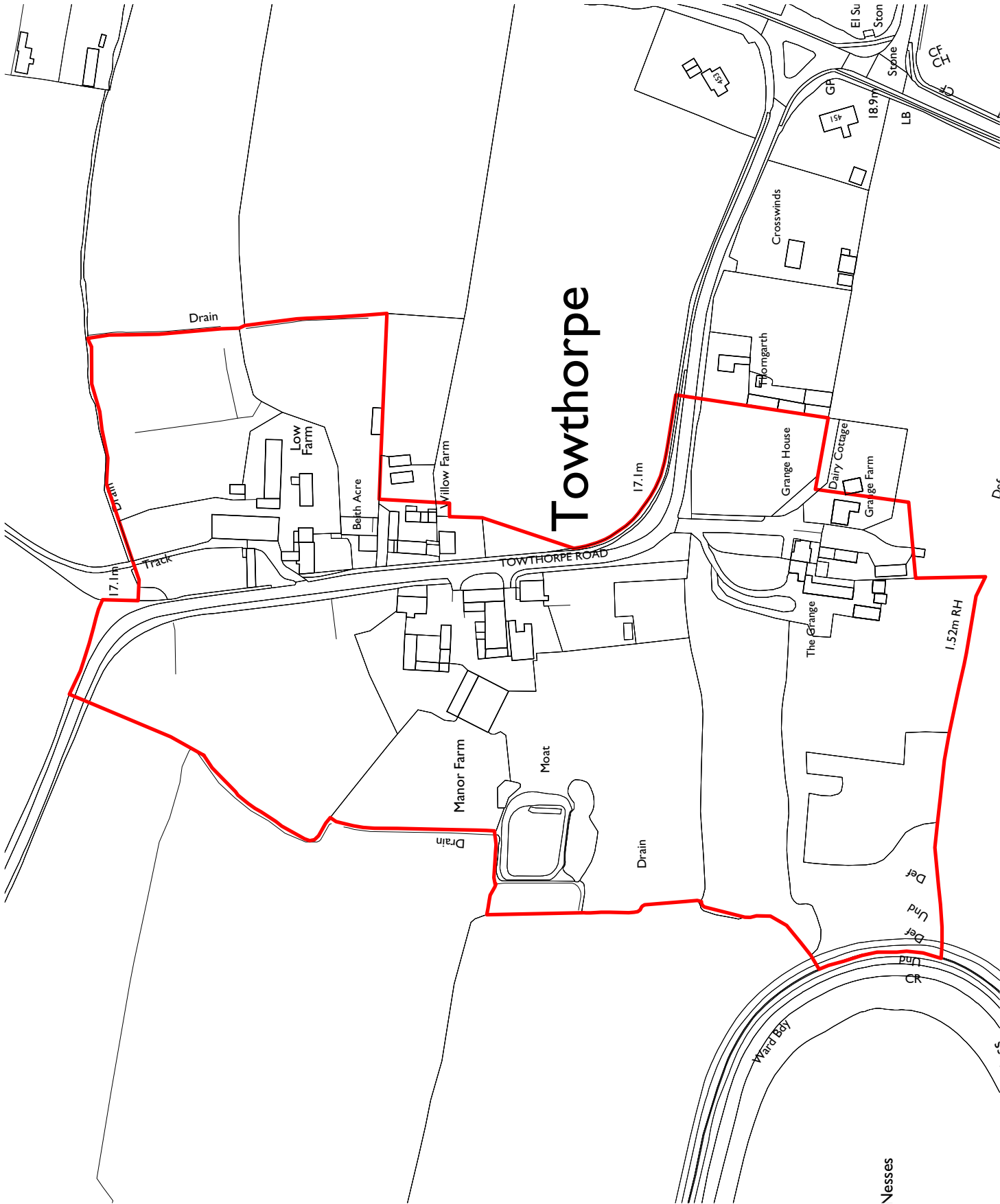
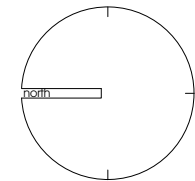
- 5.04 In view of all the above, it is considered that the existing boundaries of the area are appropriate and no alterations are recommended.



Plate 6 View towards Manor Farm



Plate 7 View towards Grange Farm



Map 2 - Conservation Area boundary

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6 GENERAL CHARACTER

6.01 This section considers the general character of the whole of the Conservation Area.

Use

6.02 The predominant use of the buildings within the area are residential and agricultural (see Map 3). The agricultural and related employment uses have declined and as a result many of the farm buildings are vacant and derelict. The small number of properties and the limited level of activity within the Conservation Area is an essential aspect of its character.

Qualities of the Buildings

6.03 The buildings tend to be large in scale and grouped to form enclosed yards. These clusters are separated by generous open space associated with the agricultural use. A number of the buildings retain evidence of height increase or sub-division demonstrating continuous adaptation of the buildings over a period of time.

6.04 Within the Conservation Area there is only one listed building (see Map 4 and Appendix A). This is Low Farmhouse which is a mid eighteenth century farmhouse constructed of red clamp brick under a pitched pantile roof with its

principal elevation facing south. This is a typical farmhouse of its period, with a simple form, small horizontal sliding sash windows, stepped eaves courses and raised gables (see Plate 8). The other farmhouses display similar form and detailing, although window types have been changed to vertical sliding sashes. The farmhouse north of Manor Farm appears to earlier and may well be of special interest, although it has been altered and is currently derelict.

6.05 The farmhouses have different relationships with the road. At Low Farm and Willow Farm the houses are at right angles to the road. Manor Farm has a house that faces east across the road, while Grange farm is located well away from the road and is accessed by a long drive.

6.06 All of the farms had ranges of agricultural buildings to either house livestock or to store materials, such as hay. Some buildings have been re-used as workshops. The earlier buildings are constructed with brick under a pitched roof whilst the later buildings are portal framed structures covered with metal (see Plates 4, 9



Plate 8 Low Farmhouse



Plate 9 Barn at Manor Farm



Plate 10 Barns at Low Farm

&10). Most of the traditional buildings within the Conservation Area make a positive contribution to its character and appearance. Due to their former agricultural use many of the buildings are surrounded by open yards which results in a low density of built form.

6.07 Beith Acre was originally constructed as a modest, hipped roof bungalow but a very large two-storey extension has been added, which makes the building appear incongruous (see Plate 11).

Spaces and views

6.08 Within the designated area the defined spaces are limited to the immediate curtilages of the farmhouses and other dwellings. These spaces are typically garden areas or yards associated with former agricultural uses (see Plate 4). Along the southern section of Towthorpe Road there are sections of modern tarmac pavements, but elsewhere there are just grass verges.

6.09 Views within the designated area are predominantly along Towthorpe Road to either end of the Conservation Area (see Map 5 and Plate 12). Significant views into the designated area are possible from across the open areas to the north, south and west. Also, as a result of the low density of the built form and the open

layout the area, many views are possible between the buildings.

Soft Landscaping

6.10 The streetscene along Towthorpe Road is softened by many trees and hedges (see Plate 12 and Map 5). As noted above, grass verges exist on both sides of the northern section of Towthorpe Road.

Neutral and Negative factors

6.11 Within the designated area there are a number of neutral factors and negative factors (see Map 4). Beith Acre has is an untypical bungalow which is made more obvious by the contrasting mass of the rear extension. In addition, the loss of a the front boundary enclosure also creates a gap in the streetscene. Also, some of the modern farm buildings are negative factors as a result of their scale and non-traditional materials.

6.12 The recent boundary walls erected at Manor Farm and Low Farm (see Plates 5 and 13) are inappropriate to the area as a result of their design and detailing. The cumulative impact of such small-scale changes can quickly undermine the special qualities of the Conservation Area.



Plate 11 Beith Acre

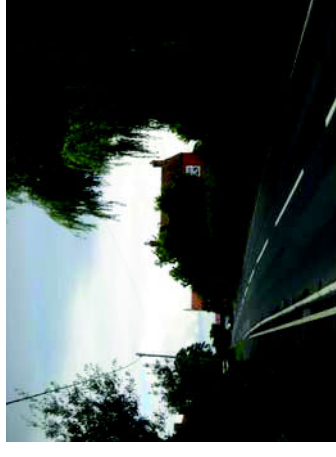
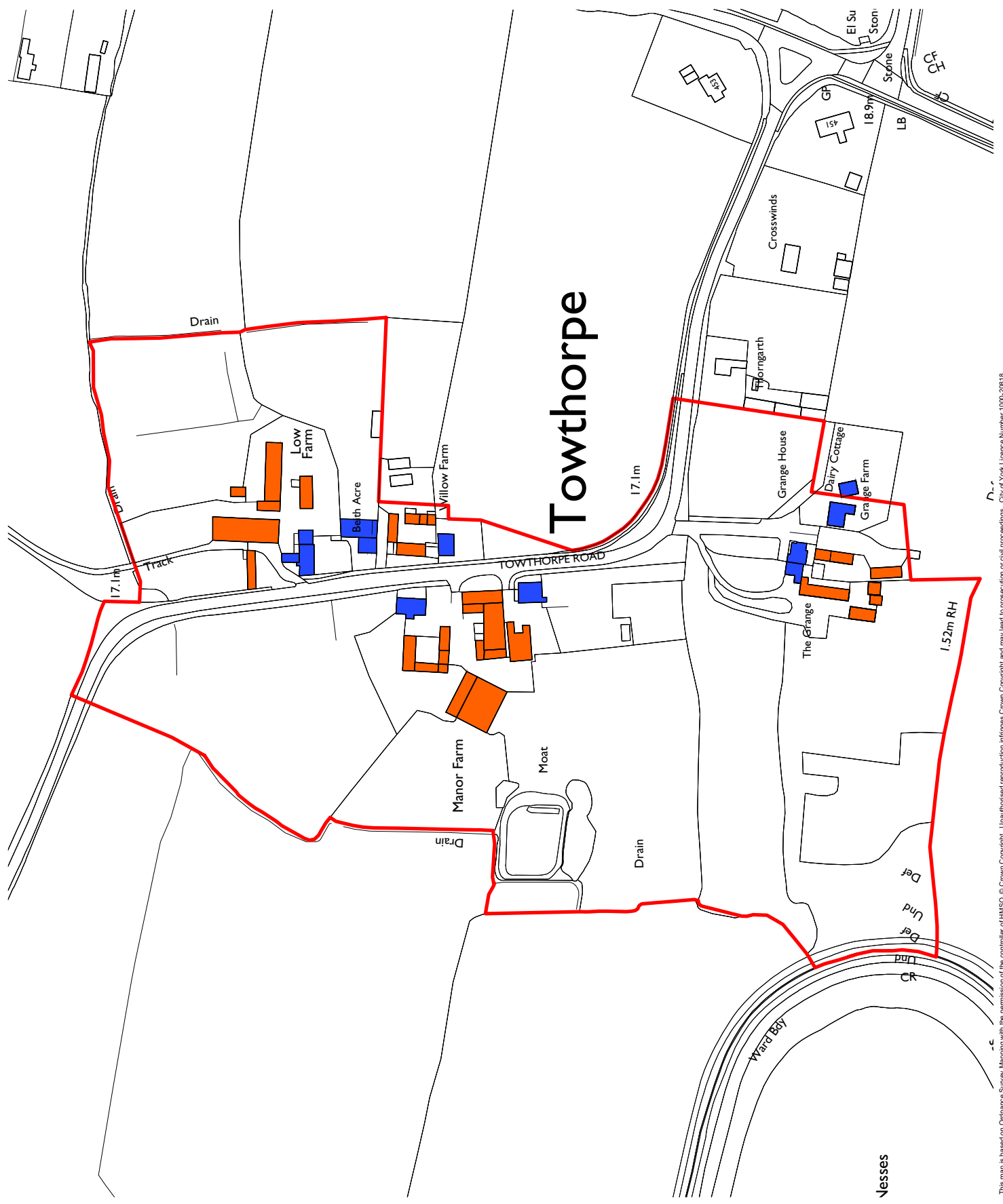
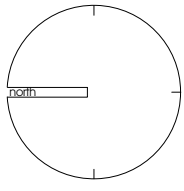


Plate 12 Trees and hedges in the streetscene



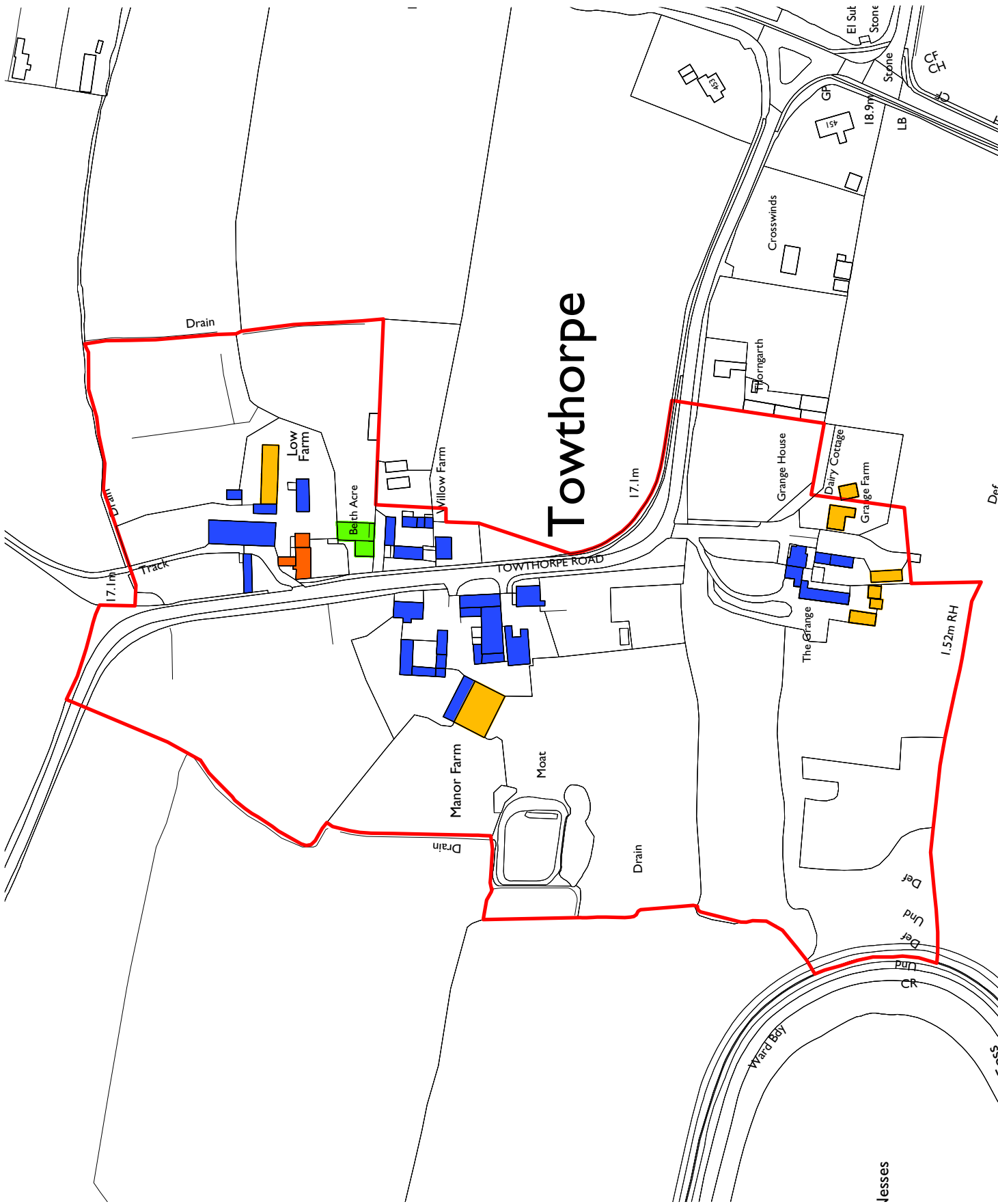
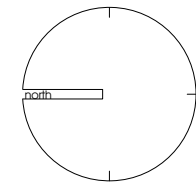
Plate 13 Boundary wall at Low farmhouse



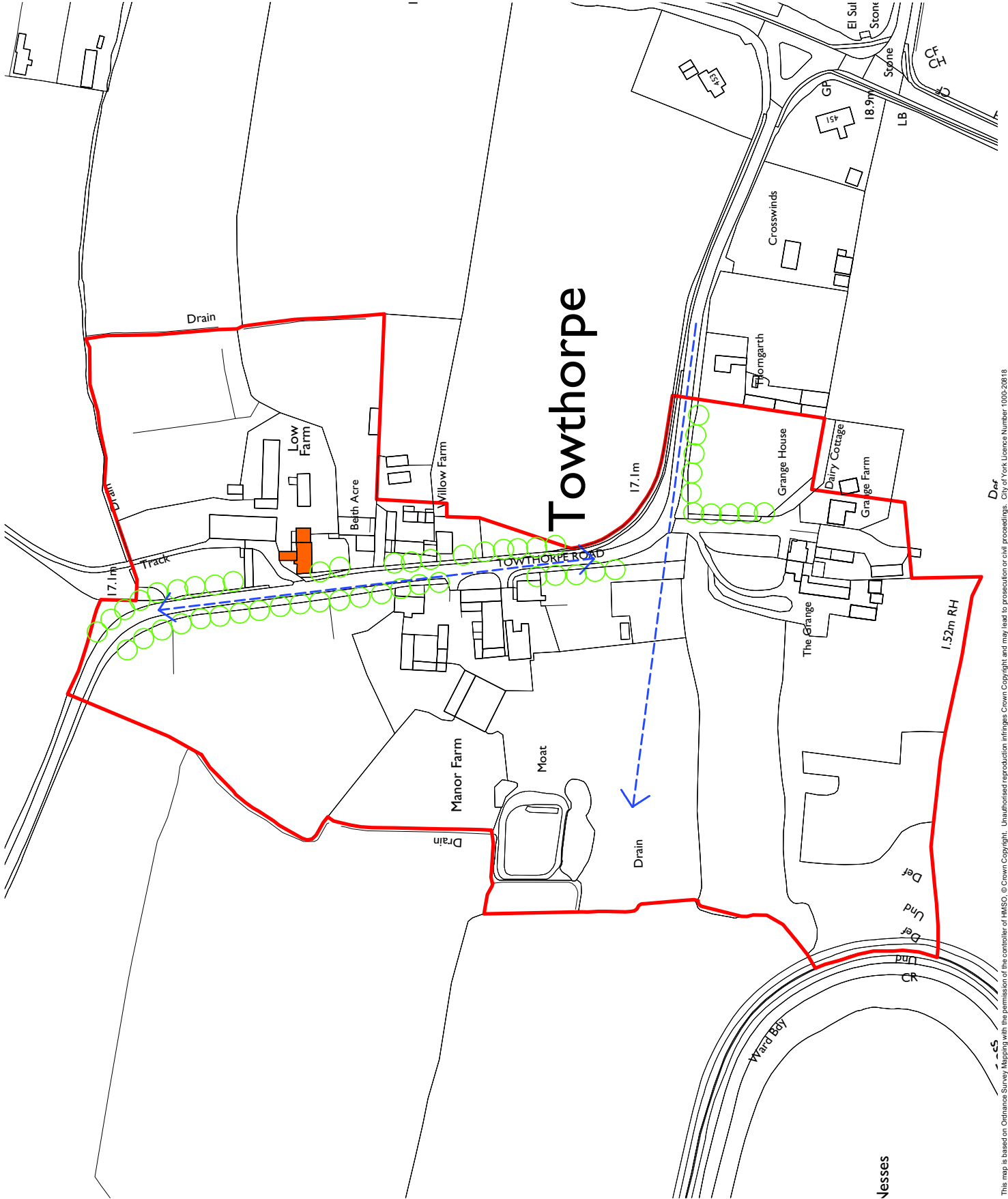
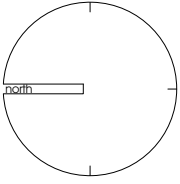
- Conservation Area boundary
- Residential
- Agricultural

Map 3 - Existing uses

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Map 4 - Building Assessment



- Conservation Area boundary
- Long distance views
- Trees
- Landmarks

Map 5 - Spatial analysis

7 FUTURE MANAGEMENT SUGGESTIONS

- 7.01 The following issues should form the basis for a management plan for the Towthorpe Conservation Area. However, all aspects of the area identified in the appraisal should be subject to measures for preservation or enhancement, particularly when considering applications for planning permissions within or adjacent to the Conservation Area.
- 7.02 The major issue for the Towthorpe Conservation Area is the future of the derelict buildings, particularly the many traditional farm buildings. This would lead to pressure for the future of these buildings to be secured by residential use. However, this is likely to lead to a substantial increase in the number of dwellings within the hamlet, which would destroy its essential character. Alternative employment uses should be encouraged because of the close proximity of the York ring road. Although the relative isolation of the hamlet may mitigate the viability of such proposals and sustainable transport issues would need to be addressed. Otherwise such uses may lead to an unacceptable increase in traffic within the hamlet. One alternative is to encourage the development of a few very large residential units that can make use of both the traditional farmhouses and

their associated farm buildings.
- 7.03

It is recommended that the Council suggest to English Heritage that the farmhouse north of Manor Farm should be considered for inclusion on the List of Buildings of Special Architectural or Historic Interest.
- 7.04

Consideration should be given to introducing Article 4 (2) directions to the Conservation Area. This would provide additional protection to unlisted buildings within the area and could be used, for example, to resist the replacement of timber doors and windows in unsuitable materials/styles. It would also allow control of the design and materials used for new boundary walls.
- 7.05

Regular tree and hedge maintenance is important and there should be encouragement for reinforcing the hedges that make a key contribution to the Conservation Area. In addition, it is recommended that the Council re-survey the designated area and its immediate setting to establish if any further Tree Preservation Orders would be appropriate.

APPENDIX A

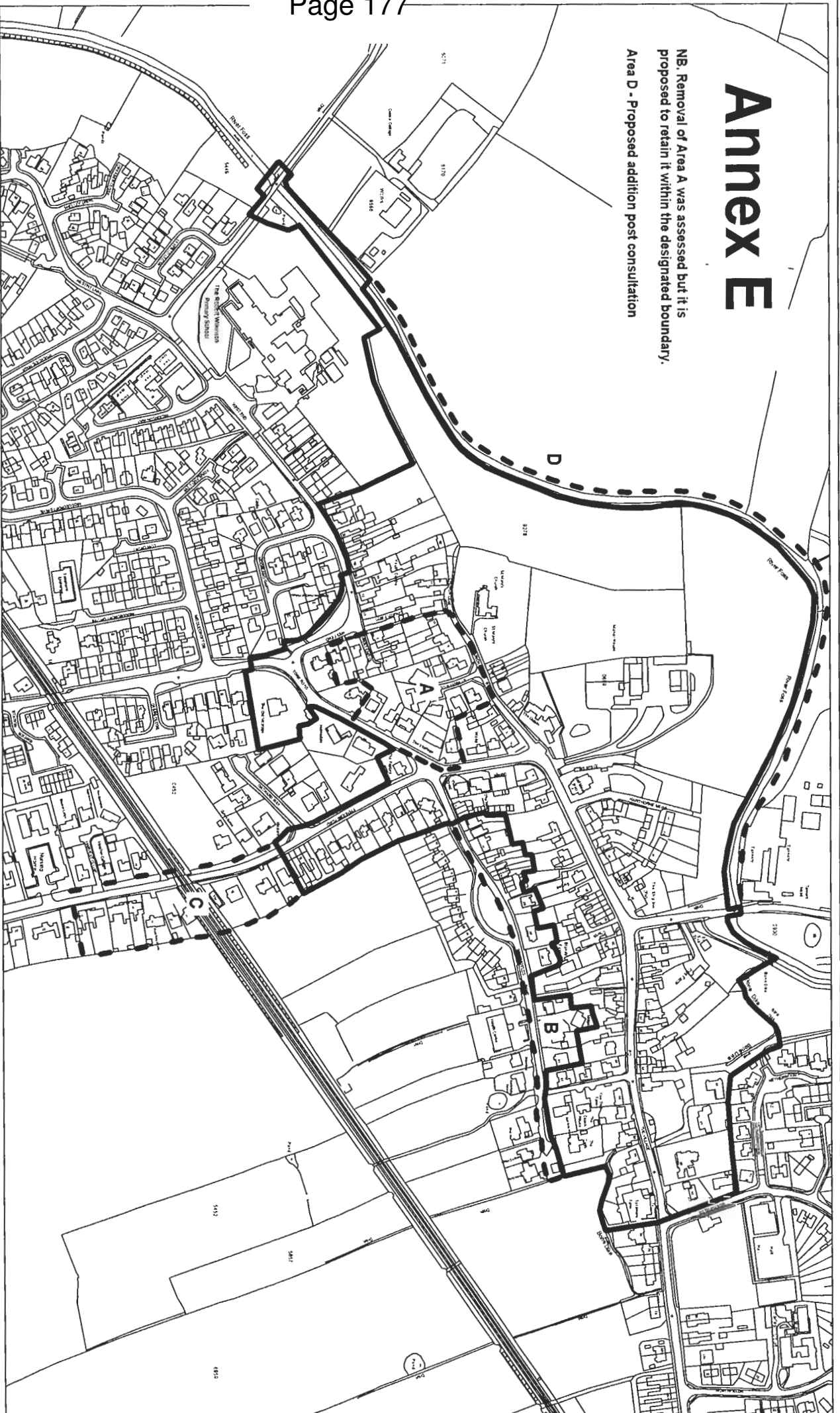
LISTED BUILDING DESCRIPTIONS

**Towthorpe Road
(east side)****Low Farmhouse****Grade II**

House. Mid C18. Brick with pantile roof. Direct entry, 3-cell plan. 2 storeys, 3 first-floor windows. 2-light casement beneath flat brick arches throughout. C20 half-glazed door to left; window in blocked doorway to right. Stepped eaves course. Raised gable ends. End and ridge stacks, that to left rebuilt. Interior contains chamfered spine beams, C18 panels doors throughout, an C18 splat baluster staircase and a C19 range in the kitchen.

Annex E

NB. Removal of Area A was assessed but it is proposed to retain it within the designated boundary.
Area D - Proposed addition post consultation



Existing Conservation Area Boundary

Proposed Amendment to Conservation Area Boundary



9, St Leonards Place, York, YO1 2ET
Telephone: 01904 551550

STRENSALL - CONSERVATION AREA 23 - Proposed Amendments

SCALE: 1:4500
DRAWN BY: PSL
Project

DATE: 11/03/2011

Drawing No: CA23PE2



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Planning Committee, 24 March 2011**Update:-****11/00050/OUTM Erection of Student Housing at Nos 6-18 Hull Road**

- It is recommended that a further informative be added to cover the issue of an affordable housing contribution with the following wording:- “In the event that the premises hereby authorised should at any time cease to be used for student accommodation the applicant’s attention is drawn to the need for a formal grant of planning permission for change of use to open market housing at which point the need for a commuted sum financial contribution in respect of affordable housing will be considered.”
- Concern has been raised in respect of the level of cycle parking provision on the site. The applicant has indicated that provision would be made using the same ratio of 1:2 adopted at the recent development of the University campus at Heslington East with 14 visitor spaces. An additional 17 spaces have also been provided in relation to the current scheme giving an overall total of 196 spaces.
- That the recommendation be amended to include the following additional wording :- “alternatively, in the event of a satisfactory unilateral undertaking not being forthcoming that officers in consultation with the Chair and Vice Chair of this Committee be delegated authority to refuse the application as not making provision for a financial contribution towards offsite open space in line with York Development Control Local Plan Policy L1c.”

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Planning Committee, 24 March 2011

Committee Update 2:-

11/00050/OUTM Erection of Student Housing at Nos 6-18 Hull Road

It is recommended that an additional condition to secure the implementation of the submitted travel plan be added with the following wording:- “The site shall not be occupied until a travel plan, developed and implemented in line with local and national guidance has been submitted to and approved in writing by the Local Planning Authority. The site shall thereafter be occupied in accordance with the aims measures and outcomes of the Travel Plan.

Within 12 months of occupation of the site a first year travel survey shall have been submitted to and approved in writing by the Local Planning Authority. Results of yearly travel surveys shall thenceforth be submitted annually to the Local Planning Authority for approval.

Reason:- To reduce private car travel in accordance with PPG 13:Transport and Policy T13 a) of the City of York Deposit Draft Local Plan.

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