

COMMITTEE REPORT

Date: 5 December 2019 **Ward:** Micklegate
Team: West Area **Parish:** Micklegate Planning
Panel

Reference: 19/01322/FULM
Application at: Principal York Station Road York YO24 1AY
For: Erection of 4-storey extension to create 45 bedrooms and reception/entrance space, reconfigured car parking and landscaping.
By: Mark Leary
Application Type: Major Full Application (13 weeks)
Target Date: 10 December 2019
Recommendation: Approve

1.0 PROPOSAL

THE SITE

1.1 The Royal York Hotel was designed by the architects of the adjacent railway station in 1878. The building is listed at grade II for its historic interest in being symbolic of the importance of the railway industry to York, especially in relation to the burgeoning tourist and business trade. It is also significant for its powerful large scale aesthetic which was influenced both internally and externally by successive phases of technological development in the industrial and motor ages.

1.2 The hotel is regarded as a landmark within the Central Historic Core conservation area. At the time of its construction, it was probably the largest building in the city with the exception of the Minster, and its stature increased after the west wing (Klondyke) was re-designed and enlarged to seven stories in 1896. The hotel is located within its own grounds just outside the city walls, where the large garden with its mature trees contributes to the open setting of the building, allowing unobstructed views directly towards the Minster and from the city walls.

1.3 To the north of the hotel site adjacent to Leeman Road is the "north annex" or "garden wing". This building was introduced in 1912 to serve as offices and stores for the catering division of the railway complex. It is more utilitarian in character and it was converted for use as a bedroom annex for the hotel in the late C20th and later extended upwards and also linked to the hotel through a new single storey conference venue. This building is historically significant as one of the series of

railway assets developed over the previous two centuries in the northwest corner of the city.

THE PROPOSAL

1.4 This proposal represents the resubmission of a scheme granted planning permission in June 2016, the permission for which expired earlier this year (ref: 15/02596/FULM).

1.5 The proposal involves the erection of a new four/five storey building within the northern part of the grounds towards Leeman Road to create 45no additional bedrooms specifically related to the conference facilities of the hotel through a new dedicated reception point. The new block would be linked to the independent wing dating from 1912 which faces Leeman Road and it would return into the site to address the gardens. Parking would be reduced across the hotel site as a whole and reassembled closer to the conference wing. The existing landscape would be redesigned in these areas.

1.6 The majority of the site is within Flood Zone 1 and 2 apart from an area to the north of the proposed extension which falls within Flood Zone 3a.

2.0 POLICY CONTEXT

2.1 National Planning Policy Framework (February 2019)

2.2 Draft Local Plan (4th set of changes (2005) – relevant policies include:

CYSP7B – York City Centre and Central Shopping Area

CYHE2 – Development in Historic Locations

CYHE3 – Conservation Areas

CYHE10 - Archaeology

CYNE1 – Trees, woodlands, hedgerows

CYHE11 – Trees and landscape

CYV3 – Criteria for hotels and guest houses

CYGP3 – Planning against crime

2.3 Publication Draft Local Plan (2018) – relevant policies include:

DP2 – Sustainable Development
DP3 – Sustainable Communities
SS1 – Delivering Sustainable Growth for York
EC4 – Tourism
SS3 – York City Centre
D1 – Placemaking
D2 – Landscape and Setting
D4 – Conservation Areas
D5 – Listed Buildings
D6 – Archaeology
D7 – The Significance of Non Designated Heritage Assets
ENV4 – Flood Risk
ENV5 – Sustainable Drainage
CC1 Renewable and Low Carbon Energy Generation and Storage
CC2 Sustainable Design and Construction of New Development

3.0 CONSULTATIONS

DESIGN, CONSERVATION AND SUSTAINABLE DEVELOPMENT (CONSERVATION ARCHITECT)

3.1 The application is for a broadly similar scheme to that which was approved in 2016 (15/02596/FULM) and the differences relate to the Landscape Masterplan. I can only agree with and, therefore reiterate, the comments of the Conservation Architect, Janine Riley, in relation to the original approval 15/02596/FULM, summarised as follows;

The proposals would reinforce and improve the standard of conference facilities at the hotel by adding a new wing with a dedicated reception area. The proposed site appears to be the only location on site where the new wing could be built without its mass intruding on the primary aspect and setting of the main hotel building. In its layout, massing, materials and general design, the new building has been carefully designed to complement the existing building group whilst maintaining the dominance, setting and garden aspect of the Victorian hotel building.

Important views would be preserved and some views, such as along the entrance drive from the street and from the city walls, would be enhanced.

The new site layout would strengthen the hotel's relationship with the garden even though the garden area would be reduced slightly, and this would preserve the character and appearance of the conservation area.

3.2 In response to Historic England's comments in relation to the current scheme, the applicant has provided visualisations from the City Walls, which it is considered reinforce the assessment provided in considering the previous application that the primacy of the hotel building would not be challenged by the proposed development. Historic England also stated that the 'green space of the garden contributes strongly to the green setting of this part of the City Walls. Whilst the garden does contribute to the setting and therefore the significance of the City Walls it is only one contributor. Its contribution to significance is not diminished, as the proposed development has limited impact on the main green space of the garden. In fact car parking is reduced and views are improved due to the consolidation of the garden planting.

DESIGN, CONSERVATION AND SUSTAINABLE DEVELOPMENT (LANDSCAPE ARCHITECT)

3.3 Please refer to comments provided in relation to the original approval 15/02596/FULM, summarised as follows. For detailed comments please refer to main body of report.

- The extent of proposed tree losses is contrary to policy since many of the trees are desirable for retention and contribute to the attractive treed, garden/parks character of this part of the conservation area.
- The development results in an incremental loss of city centre green infrastructure.
- The open garden space currently relates to the full length of the main hotel elevation; the proposed site layout reduces this direct association such that the Klondyke wing becomes more associated with the parking and landscape of the development and conference buildings.
- Replacing the car parking along the front of the hotel with lawn, hedging and trees would improve the setting of the Grade II listed building.
- The proposed landscape scheme (with suggested minor revisions) would form an attractive setting for the proposed built development and provide a suitable, attractive edge and foil to a smaller, symmetrical, formal central garden.

DESIGN, CONSERVATION AND SUSTAINABLE DEVELOPMENT (CITY ARCHAEOLOGIST)

3.4 The site is within the Central Area of Archaeological Importance and on the site of a mixed Roman cemetery. An archaeological evaluation was undertaken in October 2015 as part of archaeological investigation of this site.

3.5 A further phase of post-determination evaluation followed by full excavation if Roman deposits are revealed that are preserved above the proposed formation

levels for the new foundations will need to be undertaken to establish the nature, extent and depth of the archaeology below the level reached in this phase of investigations. Conditions are recommended.

PUBLIC PROTECTION

Noise

3.6 Once the extension has been completed the hotel could be adversely affected by noise from the surrounding businesses and area consequently the proposed bedrooms should conform to building regulation specifications and be designed to consider any noise in the surrounding area that might adversely affect the amenity of any guests staying in the hotel and mitigate for these. Either a noise report should be commissioned to ensure that specified internal noise levels are met or this could be conditioned to ensure that noise from the surrounding area is considered and mitigated for. If any service plant or equipment is required then the plant / machinery condition should be applied.

Contamination

3.7 No objections but recommend a condition requiring the reporting of unexpected contamination.

HIGHWAY NETWORK MANAGEMENT

3.8 I can confirm that Highway DC has no objection to this proposal subject to the following design changes and conditions;

- An increase in the provision of staff cycle parking from 10 to 15 spaces to support staff sustainable travel.
- The application aims to reduce the number of car parking spaces available to 35. This is deemed acceptable in this location as it is a highly sustainable location.
- The applicant will review the design of the access road, car parking spaces, and turning head, to ensure that they offer adequate space for vehicles (including delivery vehicles) to manoeuvre without overrunning onto landscaped areas. Access to the car park will be managed by a barrier at the entrance to the site (off Station Road).
- Visitor cycle parking is currently available to the north east of the Station Road entrance for up to 28 bikes in a partially covered shelter. This facility will be improved as part of the proposed development to offer improved location and stands.
- The Leeman Road access will need to be stopped up and the applicant will need to reinstate the existing vehicular crossing in line with the existing footway.

- For the Station Road access, the same condition as for the previous application should apply, namely replacing the existing vehicle crossover with York stone paving.

Revised Plans

3.9 Broadly satisfied with the changes but request a delivery vehicle to be tracked using the turning head to enter and leave the site in forward gear.

FLOOD RISK MANAGEMENT

3.10 Comments received in relation to previous 2015 application; “No objections to the development in principle subject to conditions to protect the local aquatic environment and public sewer network”.

HISTORIC ENGLAND

3.11 Historic England is broadly comfortable with the principle of an extension in this position however the impact of the proposed development upon views from the City Walls is unclear. The Council needs to satisfy itself that the proposals do not erode the green setting of this part of the City Walls. The detailed treatment of the elevation facing the City Walls will also be particularly important. We recommend that before consent is granted your council obtains visualisations from the City Walls; this is in order for your council to satisfy itself that the proposals meet the requirements of the NPPF. This site is also in close proximity to and will share views with the Grade II* listed Railway Station.

3.12 There is the possibility of extensive Roman remains in the area and therefore a thorough mitigation strategy needs to be agreed with your Council. We also recommend that any consent is conditioned to cover agreement of landscape details and the detailing and materials for the new block.

ENVIRONMENT AGENCY

3.13 Parts of the site lies within Flood Zone 2 and 3, the medium and high probability zones. The application is for a hotel extension, which is considered to be a ‘more vulnerable’ land use and it is therefore necessary for the application to pass the Sequential and Exception Tests and to be supported by a site-specific flood risk assessment (FRA).

3.14 An FRA has been submitted which, it is considered, does not provide a suitable basis for assessment to be made of the flood risks arising from the proposed development. A revised FRA is requested.

Comments in relation to revised FRA

3.15 Based on our review of the revised FRA, we can now remove our objection to the proposal.

3.16 In all circumstances where warning and emergency response is fundamental to managing flood risk, we advise local planning authorities to formally consider the emergency planning and rescue implications of new development in making their decisions. As such, we recommend you consult with your emergency planners and the emergency services to determine whether the proposals are safe in accordance with the guiding principles of the PPG.

YORKSHIRE WATER

3.17 The submitted Flood Risk Assessment & Drainage Strategy Report prepared by Ace, dated 25th February 2016 requires amendments. The means of surface water management has not been properly considered within the report and Yorkshire Water requires further information regarding the means of draining surface water from the development. If permission is to be granted, Yorkshire Water recommend conditions requiring details of the proposed means of disposal of surface water drainage and no piped discharge of surface water from the development prior to the completion of the approved surface water drainage works.

YORK CIVIC TRUST

3.18 The attempt to keep the massing of the proposed four storey extension in-line with the existing buildings is acknowledged, but York Civic Trust is unable to support the current scheme. The proposed design is lacking in quality, particularly given the dominant position of the site to the entrance of the proposed major redevelopment York Central. The proposal, as stands, is more sympathetic to the nearby Royal Mail centre than the associated Grade II Listed hotel building.

3.19 The York Civic Trust does not object on principle to the use of the area or the expansion of the Principle; however, the proposed design is not appropriate for the location and a missed opportunity to be more sympathetic to the historic hotel and nearby rail station.

CONSERVATION AREAS ADVISORY PANEL

3.20 Although the application refers to a four storey extension the drawings show it is five storeys to the Leeman Road. The Panel was of the opinion that the proposed scheme was overpowering being at least one storey too high – it should relate better to the adjacent building. It was also noted that both the existing hotel and the adjacent building were predominantly masonry buildings with small inset windows whilst the proposed building has large areas of glazing. It was regretted that within the application there were no visuals showing the proposal in relation to the existing hotel and adjacent building.

NORTH YORKSHIRE POLICE

3.21 The application does not contain any detail to show how the applicant has considered crime prevention. Measures which should be considered include;

- Controlled lift and stairwell access
- CCTV for all public entrances/exits and the entrance foyer.
- Lighting to be compatible with any CCTV system installed.
- Space on the outside and inside of the entrance doors should be well illuminated.

3.22 The overall design and layout of the proposed scheme is considered acceptable.

MICKLEGATE PLANNING PANEL

3.23 This is an unsympathetic design. It is too big and not in keeping with the main building. Master planning seems to be lacking.

4.0 REPRESENTATIONS

4.1 Objection letter received from resident of Westgate Apartments, Leeman Road on the basis of the landscaping arrangements as it would appear that the mature trees fronting Leeman Road adjacent to the proposed development would be removed and replaced by Lawn and a single tree. If as part of this redevelopment any of the mature trees fronting Leeman Road are to be removed then I strongly object to this development.

4.2 Comments received on behalf of Royal Mail commenting that the application does not include sufficiently robust noise information that will allow the Council to

determine whether the proposed development includes suitable measures to protect the amenity of future hotel residents from the operational activity at the Royal Mail Delivery Office and Vehicle Park. The Delivery Office employs around 280 staff and 7.5 tonne and light vehicles operate from the site. Across its national estate, Royal Mail is concerned about noise complaints from residents who have moved into new developments adjoining its operational sites. We therefore request that the applicants undertake a noise survey focused on the impact from the Delivery Office prior to the application being determined.

5.0 APPRAISAL

5.1 The key issues to be considered as part of this application are:-

- Principle of the proposed development
- Design and External Appearance/ Impact on Heritage Assets
- Landscaping
- Archaeology
- Transport and Access
- Amenity of future occupants of the development
- Flood Risk and Drainage

Section 66 and 72 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990

5.2 Section 66 of the 1990 Act requires that in determining planning applications for development which would affect a listed building or its setting the LPA shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

5.3 Section 72(1) of the 1990 Act refers to any buildings or other land in a conservation area and places a duty on Local Planning Authorities to pay special attention to the desirability of preserving or enhancing the character or appearance of that area.

National Planning Policy Framework (NPPF, February 2019)

5.4 The National Planning Policy Framework and its planning policies are material to the determination of planning applications. It is against the NPPF (as revised) that this proposal should principally be assessed.

5.5 The National Planning Policy Framework sets out the Government's overarching planning policies. It states within paragraphs 124, 127 a-f, 128 and 130 that planning should always seek to secure good quality design and a good standard of amenity for all existing and future occupants of land and buildings.

5.6 Paragraph 184 of the NPPF states that heritage assets are an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations. Paragraph 190 states that local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) and should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.

5.7 Paragraph 193 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (the more important the asset the greater the weight should be) irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. Paragraph 194 states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

5.8 Paragraph 196 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

5.9 Section 12 of the NPPF "Achieving well-designed places" sets out that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Paragraph 127 seeks to ensure that developments will function well and add to the overall quality of the area, are visually attractive as a result of good architecture, layout and appropriate and effective landscaping and are sympathetic to local character and history, whilst not preventing or discouraging appropriate innovation or change.

5.10 Section 7 of the NPPF “Ensuring the vitality of town centres” seeks to support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation.

City of York Draft Local Plan (2005)

5.11 The City of York Draft Local Plan Incorporating the Fourth Set of Changes was approved for Development Management purposes in April 2005 (DCLP). Whilst the DCLP does not form part of the statutory development plan, its policies are considered to be capable of being material considerations in the determination of planning applications where policies relevant to the application are consistent with those in the NPPF as revised in February 2019, although the weight that can be afforded to them is very limited. The relevant policies are listed in section 2.2.

Emerging Local Plan

5.12 The Publication Draft City of York Local Plan 2018 ('2018 Draft Plan') was submitted for examination on 25 May 2018. In accordance with paragraph 48 of the NPPF as revised in July 2018, the relevant 2018 Draft Plan policies can be afforded weight according to:

- The stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given);
- The extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- The degree of consistency of the relevant policies in the emerging plan to the policies in the previous NPPF published in March 2012. (NB: Under transitional arrangements plans submitted for examination before 24 January 2019 will be assessed against the 2012 NPPF).

PROPOSAL

5.13 The proposed four storey extension would be located at the northwest end of the grounds close to Leeman Road and would be linked to the existing 1912 “north annex” which faces Leeman Road. From within the site, the proposed building would appear as a three storey brick structure with a fourth floor set back approximately 3m from the parapet and clad in bronze effect cladding. The building footprint would negotiate the change in level between the garden and Leeman Road (almost a full storey) where two bays return onto Leeman Road at four floors in height with an

upper storey set back at an angle. The dedicated reception area would be a simple double height glass and bronze effect clad box with a projecting draught lobby. This would be positioned between the existing and proposed structures at low level facing the garden.

PRINCIPLE OF THE PROPOSED DEVELOPMENT

5.14 This proposal represents the resubmission of a scheme granted planning permission in June 2016, the permission for which expired earlier this year (ref: 15/02596/FULM). No material change to the scheme has occurred in the intervening period. The local plan context, as outlined above, has changed since the original submission. Policies of the Emerging Plan are discussed under each assessment heading. The application site is within the defined city centre, as designated in the 2005 Draft Local Plan and the Emerging Plan. As such the proposed hotel use, in terms of location, is compliant with the NPPF, which states that Local Plans should *'support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation'* and Emerging Local Plan policy SS3 which states that the city centre *"will remain the focus for main town centre uses"*.

5.15 The extension to the hotel at this city centre site would also be compliant with Emerging Local Plan policy EC4 (Tourism), which states that proposals that relate to maintaining and improving the choice and quality of business, conferencing and events facilities to encourage business visitors, will be supported.

5.16 The site is in the city centre, within walking distance of the train station and tourist attractions. The site is suitable for a hotel extension in location terms. The visual impact of the development and amenity are assessed in the other sections of the report.

IMPACT ON HERITAGE ASSETS

5.17 The Royal York Hotel is a Grade II listed building located within the Central Historic Core Conservation Area. Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, referred to earlier in this report, imposes a statutory duty on local planning authorities to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas. Section 66 of the same Act requires that in determining planning applications for development which would affect a listed building or its setting the LPA shall have

special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

5.18 The Courts have held that when a local planning authority finds that a proposed development would harm a heritage asset the authority must give considerable importance and weight to the desirability of avoiding such harm to give effect to its statutory duties under sections 66 and 72 of the Act. The finding of harm to a heritage asset gives rise to a strong presumption against planning permission being granted. The current application must be judged on this basis.

5.19 In the NPPF listed buildings and conservation areas are classed as 'designated heritage assets'. When considering the impact of proposed development on such assets local authorities should give great weight to the asset's conservation. Any harm or loss should require clear and convincing justification (paragraph 194).

5.20 As previously advised, this proposal is the resubmission of a scheme granted planning permission in June 2016 with some minor changes relating to the landscaping to accommodate a revised turning head. The massing, materials and design of the new wing are as per the 2016 approved scheme.

5.21 Policy D4 of the Emerging Local Plan states that proposals within or affecting the setting of conservation areas will be supported where they are designed to conserve and enhance the special character and appearance of the conservation area. Policy D1 (Placemaking) states that development proposals will be supported where they improve poor existing urban and natural environments, enhance York's special qualities and better reveal the significances of the historic environment. Development proposals that fail to take account of York's special qualities, fail to make a positive design contribution to the city, or cause damage to the character and quality of an area will be refused.

5.22 The new wing has been located such that its mass would not be considered to intrude on the primary aspect and setting of the main hotel building. At its closest, it would be 45 metres away from the Klondyke wing (the seven storey west wing of the hotel) and it therefore would not only respect the dominance and setting of the Victorian hotel building but would preserve important views out of the public rooms across the gardens towards the Minster, which informed the original layout of the hotel's public spaces and dining room. The formal part of the garden layout was also centralized on the original plan and this relationship would be retained.

5.23 The proposed new wing would be located over 150 metres from the city walls from where there is a vantage point overlooking the hotel grounds. Historic England has commented that the impact of the proposed development upon views from the City Walls is unclear and in response the applicant has provided visualisations. In views from the city walls, Officers consider that the new wing would be seen as subsidiary and separate to the hotel building as there would be a wide separation gap (45m) and its roof level would be 2 ½ main floors plus attic floor lower than the Klondyke wing and it would be just below the upper string course of the central part of the hotel building. The additional visualisations are considered to reinforce the assessment provided in considering the previous application that the primacy of the hotel building would not be challenged by the proposed development.

5.24 Historic England also note that the green space of the garden contributes strongly to the green setting of this part of the City Walls. Whilst the contribution of the garden to the setting and significance of the City Walls is noted, it is considered to be only one contributor and one which would not be diminished, as the proposed development has limited impact on the main green space of the garden. Vehicular parking is reduced and it is considered that views would be improved due to the consolidation of the garden planting.

5.25 In terms of the massing, materials and design of the new wing, it is considered that it would represent a contemporary compliment to the suite of buildings on site. The majority of the building would be in a matching yellow/buff brick with multi-pane windows and doors set back deeply from the face and framed in bronze. Windows would be grouped to respond to the larger scale of windows in the Victorian hotel. The new entrance would be set at the lower level of the conference foyer. It would be a small glass box with bronze effect cladding over and a projecting draught lobby. This separate simple form is welcomed as a low level device to link the disparate forms of this particular grouping of buildings.

5.26 The proposed building would be one floor higher than the extended 1912 wing which lies adjacent to it. As the top floor would be set back by 3 metres on the garden side and angled away from the road in views from Leeman Road the new building would not be considered to over-dominate its neighbour. The proposed glass bridge linking the two buildings would allow views through into the small courtyard at upper levels and it would be recessed between the two structures.

5.27 Furthermore, views from the service access off Leeman Road towards the Grade II* listed railway shed with its distinctive arched end canopies, would be preserved as the footprint of the new block would protect the viewing corridor.

5.28 Services and plant would be contained in two areas of the new wing: within the lower ground floor and in a screened area on the lower part of the roof set back by 5 metres from the front edge of the building as it faces Leeman Road. In these locations the plant would not be visible from the street, or from the city walls.

5.29 On the basis of the above considerations, the proposed development is considered to accord with Emerging Local Plan policies D1, D4 and D5.

LANDSCAPING

5.30 Policy D2 (Landscape and Setting) of the Emerging Local Plan states that proposals will be encouraged and supported where they conserve and enhance landscape quality and character, and the public's experience of it and make a positive contribution to York's special qualities and recognise the significance of landscape features such as mature trees, hedges, and historic boundaries and York's other important character elements, and retain them in a respectful context where they can be suitably managed and sustained.

Existing Trees

5.31 The existing trees within the application site are a mix of species, namely Hawthorn, Lawson cypress, Swedish Whitebeam and, predominantly Lime. All of the trees are located within the conservation area; and all of the Limes and Sorbus are covered by a tree preservation order. The trees within the site are part of the intrinsic character of the garden and they contribute to the setting of the hotel and to the character of the wider area of mature green landscape in this part of the conservation area.

5.32 The footprint of the new block has been set out to have a short two-bay elevation onto Leeman Road to help preserve part of the stand of trees, which aid in softening the harsh environment of Leeman Road close to the railway bridge. However, the scheme still involves the loss of the majority of the group of trees between the Leeman Road gate and the annex building including most of the line of semi-mature Lime trees fronting Leeman Road. Out of the line of 11no. semi mature Limes trees alongside Leeman Road and the gable end of the existing

annex, 4no trees would be retained although the Landscape Architect advises that it may be appropriate to thin these down to 2no.

Landscaping scheme

5.33 The scheme involves the removal of 25 car parking spaces on site (from 60 to 35) and removes all of the parking immediately in front of the original hotel facade. The remaining number of spaces would be concentrated in front of the Klondyke Wing, Conference Centre and proposed bedroom extension such that the Klondyke Wing would become more directly related with the car parking spaces created by the bedroom extension and replacement planting to which it will form the end vista.

5.34 This proposed parking arrangement and associated planting extends considerably into the open space which currently extends the full length of the main elevation of the hotel. Whilst this results in a loss of a generous area of open garden space, by consolidating the garden space around the formal planting areas, it would provide a strong structure to this side of the garden and dimensionally would create symmetry either side of the formal garden. Furthermore, views would be improved along the main access from Station Road where a broad grassed margin would be introduced and the access road would be reduced from 13 metres wide to 6 metres. The replacement of the car parking to the front of the hotel with lawn, hedging and trees would create an improved visual and physical connection between the hotel and formal, central garden thereby improving the setting of the Grade II listed building.

5.35 In seeking to compensate for the loss of trees from the north part of the site, the proposed landscaping scheme details the planting of 12no. semi mature trees between the proposed car park and the main lawn and an arc of pleached trees in front of the Klondyke Wing/Conference Centre and new block. The proposed planting plan also offers a range of shrubs, herbaceous material, bulbs and lawn, all of which are given structure with a range of clipped hedges. In summary, it is considered that the landscape scheme would form an attractive setting for the proposed extension and provide a suitable attractive edge and foil to a smaller, symmetrical, formal central garden.

5.36 An assessment as to the impact of the proposed development on the setting of the Grade II listed building and the wider Central Historic Core Conservation Area concludes that the development would cause some harm to the designated heritage assets. This is largely due to the loss of mature trees which would erode the

landscape character of the area whilst new trees establish themselves and the loss of a part of the open garden area. Whilst the group of trees along Leeman Road would be significantly reduced, a group would be maintained where it would have the greatest effect next to the service access and the new site layout would strengthen the hotel's relationship with the garden area and this would preserve the character and appearance of the conservation area.

5.37 The harm to the heritage assets is therefore assessed as minor but in these circumstances the council's statutory duty under s.72 gives rise to a strong presumption against planning permission being granted, and considerable importance and weight must be given to the harm, despite it being minor.

5.38 Overall the scheme has a number of public benefits and there are material considerations that are considered to outweigh the impact of the minor harm. The proposal would reinforce and improve the standard of conference facilities at the hotel through the creation of 45no.additional bedrooms specifically related to the conference facilities of the hotel through a new dedicated reception point. In its layout, massing, materials and general design, the new building has been carefully designed to complement the existing building group whilst maintaining the dominance, setting and garden aspect of the Victorian hotel building. Important views would be preserved and some views, such as along the main access from Station Road and from the city walls, would be enhanced.

5.39 The functional and economic benefits of the proposed extension and the overall quality of the design are therefore considered to outweigh the harm.

5.40 Whilst harm to heritage assets is assessed as being minor, such harm has been afforded considerable importance and weight in the overall planning balance.

ARCHAEOLOGY

5.41 Policy D6 of the Emerging Local Plan states that proposals that affect archaeological features and deposits will be supported where they are accompanied by (i) an evidence based heritage statement, (ii) designed to avoid substantial harm to archaeological deposits; and where harm to archaeological deposits is unavoidable, detailed mitigation measures have been agreed with the Council.

5.42 The site is within the Central Area of Archaeological Importance and on the site of a mixed Roman cemetery. An archaeological evaluation undertaken in 2015

revealed a subsoil horizon of probable Roman date that was cut into by three pits of a similar date. Stratigraphically above the pits was a sequence of buried soil horizons; the earliest layer may have Roman origins with later disturbance from post-medieval and early modern activity.

5.43 In order to establish the nature, extent and depth of the archaeology below the level reached in this phase of investigations, a further phase of post-determination evaluation followed by full excavation if Roman deposits are revealed that are preserved above the proposed formation levels for the new foundations, is required. This can be secured through conditions and would result in the proposal according with Policy D6 of the Emerging Local Plan and national planning guidance.

ACCESS AND HIGHWAY ISSUES

5.44 Car parking within the grounds of the Principal Hotel on site has expanded into the gardens and is available alongside the main access road throughout the site. The proposed scheme involves a reduction in the number of car parking spaces to 35 spaces available on site (for short stay and disabled guests only) with valet parking taking cars to private car parks close by as required. This approach is supported in this highly sustainable location. The site is located adjacent to the station and within a short distance of a large number of bus stops which are served by high frequency services.

5.45 Access to the car park will be managed by a barrier at the entrance to the site and the Leeman Road access will be stopped up. The applicant has reviewed the design of the access road, car parking spaces, and turning head since the previous approval to ensure that they offer adequate space for vehicles (including delivery vehicles) to manoeuvre without overrunning onto landscaped areas.

5.46 Although the proposed extension will not result in an increase in staff numbers, the applicant has agreed to increase the number of staff cycle spaces from 10 to 15 spaces (enclosed and covered) to support staff sustainable travel and the existing visitor cycle parking facility will be improved.

IMPACT ON FUTURE OCCUPANTS

5.47 One of the core principles of the NPPF is that planning should always seek to secure a good standard of amenity for all existing and future occupants of land and buildings.

5.48 Although there is the potential for noise from traffic along Leeman Road and from the railway and from existing businesses such as the Royal Mail depot,

considering the proposed end use as hotel accommodation rather than residential, there are no objections on amenity grounds. Conditions are proposed to achieve specified internal noise levels within bedrooms and to require details of plant and machinery. In the event that unexpected contamination is detected during the development works, a condition relating to the reporting of unexpected contamination is recommended.

FLOOD RISK

5.49 Emerging Local Plan Policy EN4 states that new development shall not be subject to unacceptable flood risk and shall be designed and constructed in such a way that mitigates against current and future flood events.

5.50 The majority of the application site is located in Flood Zone 1 and 2 apart from an area to the north of the proposed extension which falls within Flood Zone 3a. The existing hotel is at a higher ground level and not in a flood risk area. The NPPF classifies sites used for hotels as “more vulnerable” development, which is considered appropriate in Flood Zone 3a if the Exception test is passed. In paragraph 160, the NPPF advises that for the Exception Test to be passed it must be demonstrated that the development provides wider sustainability benefits to the community that outweigh flood risk and that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.

5.51 In undertaking the sequential test, the NPPG advises "*a pragmatic approach on the availability of alternatives should be taken. For example, in considering planning applications for extensions to existing business premises it might be impractical to suggest that there are more suitable alternative locations for that development elsewhere*". This is the only practical site for the expansion of the existing hotel to occur. In conclusion, the sequential test is passed as there is not an alternative location for the development.

5.52 The site specific FRA submitted demonstrates that the development would be safe from flooding and would not increase flood risk elsewhere and therefore accords with Emerging Local Plan Policy EN4. The ground floor level of the extension would be set at 12.25m AOD to match the existing hotel. A lower ground floor is proposed but there will be no sleeping accommodation at this level. The lower ground floor will be used for conference rooms and there would be freely available internal stair access to the upper levels of the extension to provide safe

refuge for staff and guests during a storm event. An informative can be added to the decision to advise the operators to sign up to the EA's flood warning service. Flood resilient construction including the fitting of flood barriers to the existing access points to the lower ground floor, would be incorporated within the design.

5.53 A planning condition is proposed to agree the drainage details.

6.0 CONCLUSION

6.1 This proposal is the resubmission of a scheme granted planning permission in June 2016 with some minor changes relating to the landscaping to accommodate a revised turning head. The local plan context has changed since the original submission and the relevant policies of the Emerging Plan have been detailed. It is considered that there has been no material changes to the policy content in the intervening period to the 2016 approval to warrant a different appraisal of the scheme.

6.2 The application would provide 45no.additional bedrooms specifically related to the conference facilities of the hotel through a new dedicated reception point. There would be some minor harm to designated heritage assets, i.e. the setting of the Royal York Hotel and the Central Historic Core Conservation Area. Having attached considerable importance and weight to the desirability of avoiding such harm, the local planning authority has concluded that it is outweighed by the application's public benefits of improving the conference facilities at this premium hotel and by the new building having been carefully designed to complement the existing building group whilst maintaining the dominance, setting and garden aspect of the Victorian hotel building. Important views would be preserved and some views, such as along the main access from Station Road and from the city walls, would be enhanced. All other issues are satisfactorily addressed.

6.3 The application accords with national planning policy set out in the National Planning Policy Framework and policies of the Draft and Emerging Local Plan.

COMMITTEE TO VISIT

7.0 RECOMMENDATION: Approve

1 TIME2 Development start within three years

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

180184-3DR-XX-DR-20001 Rev B (Location Plan)

180184-3DR-XX-DR-20002 Rev B (Proposed Site Plan)

180184-3DR-LG-DR-20003 Rev B (Proposed Lower Ground Floor)

180184-3DR-00-DR-20004 Rev A (Proposed Ground Floor Plan)

180184-3DR-01-DR-20005 Rev A (Proposed First Floor Plan)

180184-3DR-02-DR-20006 Rev A (Proposed Second Floor Plan)

180184-3DR-03-DR-20007 Rev A (Proposed Third Floor Plan)

180184-3DR-XX-DR-20008 Rev A (Proposed Roof Plan)

180184-3DR-SE-DR-20010 Rev A (Section AA and BB and FF)

180184-3DR-SE-DR-20011 Rev A (Section CC)

180184-3DR-SE-DR-20012 Rev A (Section DD and EE)

180184-3DR-SE-DR-20020 Rev A (Front Elevation)

180184-3DR-SE-DR-20021 Rev A (North East Elevation)

180184-3DR-SE-DR-20022 Rev A (Leeman Road Elevation)

180184-3DR-DE-DR-20025 Rev A (Facade Detail Section)

Flood Risk Assessment dated 24 October 2019 prepared by Simpson (ref: P19-174)

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

3 Notwithstanding any proposed materials specified on the approved drawings

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

Note: Because of limited storage space at our offices it would be appreciated if sample materials could be made available for inspection at the site. Please make it clear in your approval of details application when the materials will be available for inspection and where they are located.

Reason: So as to achieve a visually cohesive appearance.

4 Prior to the construction of any works above foundation level, large scale details (1:20 & 1:5 as appropriate) of the items listed below shall be submitted to and approved in writing by the Local Planning uthority. The works shall be carried out in accordance with the approved details.

- i) Full details of the reception area and draught lobby
- ii) Full details of alterations to the existing conference hall where the link would be formed
- iii) Large scale elevation, section and plan of a typical bay of the new wing, including the parapet, balustrade, roof top extension and roof edge detail
- iv) Full details of the bridge link and its abutment with the existing building
- v) Details of the plant screen showing the outline of proposed plant dotted if possible
- vi) Manufacturers' literature of windows and doors supplemented by drawings showing them in context as necessary

Reason: So that the Local Planning Authority may be satisfied with these details in the interests of the setting of the listed building and the wider Central Historic Core Conservation Area.

5 Full details of the hard and soft landscape proposals shall be submitted to and approved in writing by the Local Planning Authority. The works shall be carried out in accordance with the approved details prior to the occupation of the new building hereby approved. The proposals shall include details of planting plans, gates and enclosures, cycle parking, waste compounds and external lighting. Existing historic structures shall be noted on the landscape plan and retained in-situ.

Reason: So that the Local Planning Authority may be satisfied with the finished appearance of the development in the context of safeguarding the setting of the listed building within the Conservation Area.

6 Before the commencement of development including demolition, excavations, and building operations, an Arboricultural Method Statement (AMS) regarding protection measures for the existing trees shown to be retained on the approved drawings shall be submitted to and approved in writing by the Local Planning Authority. Amongst others, this statement shall include details and locations of protective fencing, site rules and prohibitions, phasing of works, site access during demolition/construction, types of construction machinery/vehicles to be used (including delivery and collection lorries and arrangements for loading/off-loading), parking arrangements for site vehicles, locations for stored materials, locations and means of installing utilities, location of site compound and marketing suite and any other temporary buildings. The document shall also include methodology and construction details and existing and proposed levels where a change in surface material and boundary treatments is proposed within the root protection area of existing trees. A copy of the document will be available for inspection on site at all times.

Reason: To ensure protection of existing trees before, during and after development which are covered by a Tree Preservation Order and/or are considered to make a significant contribution to the amenity of this area

and/or development.

7 Before any landscape works proceed on site, a detailed landscaping scheme to illustrate the number, species, height and position of trees and shrubs to be planted, shall be submitted and approved in writing by the Local

Planning Authority. This scheme shall be implemented within a period of six months of the completion of the development. Any trees or plants which within a period of

five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless alternatives are agreed in writing by the Local Planning Authority.

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

8 A programme of post-determination archaeological evaluation is required on this site. The archaeological scheme comprises 3-5 stages of work. Each stage shall be completed and approved by the Local Planning Authority (LPA) before it can be approved/discharged.

A) No archaeological evaluation or development shall take place until a written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. The WSI should conform to standards set by LPA and the Chartered Institute for Archaeologists.

B) The site investigation and post investigation assessment shall be completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition (A) and the provision made for analysis, publication and dissemination of results and archive deposition will be secured. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI.

C) A copy of a report on the evaluation and an assessment of the impact of the proposed development on any of the archaeological remains identified in the evaluation shall be deposited with City of York Historic Environment Record to allow public dissemination of results within 6 weeks of completion or such other period as may be agreed in writing with the Local Planning Authority.

D) Where archaeological features and deposits are identified proposals for the preservation in-situ, or for the investigation, recording and recovery of archaeological remains and the publishing of findings shall be submitted as an amendment to the original WSI. It should be understood that there shall be

presumption in favour of preservation in-situ wherever feasible.

E) No development shall take place until:

- details in D have been approved and implemented on site

- provision has been made for analysis, dissemination of results and archive deposition has been secured

- a copy of a report on the archaeological works detailed in Part D should be deposited with City of York Historic Environment Record within 3 months of completion or such other period as may be agreed in writing with the Local Planning Authority.

This condition is imposed in accordance with Section 16 of NPPF.

Reason: The site lies within an Area of Archaeological Importance/Area of Archaeological Interest. An investigation is required to identify the presence and significance of archaeological features and deposits and ensure that archaeological features and deposits are either recorded or, if of national importance, preserved in-situ.

9 A programme of post-determination archaeological mitigation, specifically an archaeological watching brief, is required on this site. The archaeological scheme comprises 3 stages of work. Each stage shall be completed and approved by the Local Planning Authority before it can be approved/discharged.

A) No development shall take place until a written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing.

For land that is included within the WSI, no development shall take place other than in accordance with the agreed WSI. The WSI should conform to standards set by LPA and the Chartered Institute for Archaeologists.

B) The site investigation and post investigation assessment shall be completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition (A) and the provision made for analysis, publication and dissemination of results and archive deposition will be secured. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI.

C) A copy of a report (or publication if required) shall be deposited with City of York Historic Environment Record to allow public dissemination of results within 2 months of completion or such other period as may be agreed in writing with the Local Planning Authority.

This condition is imposed in accordance with Section 16 of NPPF.

Reason: The site lies within an Area of Archaeological Importance and the development may affect important archaeological deposits which must be recorded prior to destruction.

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

site. Foul water shall be restricted to a maximum pump rate of 4.5 (four point five) litres per second.

Reason: In the interest of satisfactory and sustainable drainage.

14 The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) by Simpson, dated 25 February 2016, ref FRA/13810/HL and the following mitigation measures detailed within the FRA:

1. Provision of level for level compensatory flood storage as detailed in the FRA to the 1% CC AEP level.

2. Finished ground floor levels are set no lower than 12.25m above Ordnance Datum (AOD).

3. The flood resilience measures detailed in Section 8.6 are to be incorporated into the development to a level of 11.41mAOD.

4. There are to be no habitable rooms on the lower ground floor in accordance with drawing Number 150002(20) 004 Rev A.

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason: To prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided. To reduce the risk of flooding to the proposed development and future occupants.

11 Building works shall not commence until details of the proposed means of foul and surface water drainage, including details of any balancing works and off site works, have been submitted to and approved by the Local

Planning Authority. If discharge to public sewer is proposed , the information shall include, but

not be exclusive to :-

a) evidence to demonstrate that surface water disposal via watercourse are not reasonably practical; and

b) the means of restricting the discharge to public sewer to a maximum of 2.3 (two point three) litres per second.

Reason: So that the Local Planning Authority may be satisfied with these details for the proper and sustainable drainage of the site. The approval of details is required at this stage in order to ensure that the implementation of an acceptable drainage solution is not compromised by the premature commencement of works at the site.

12 Unless otherwise approved in writing by the local planning authority, there shall be no piped discharge of surface water from 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: So that the Local Planning Authority may be satisfied that no foul and surface water discharges take place until proper provision has been made.

13 The development shall be carried out in accordance with the submitted flood risk assessment (by Simpson, dated 24 October 2019, reference P19-174) and the following mitigation measures it details:

- Finished ground floor levels shall be set no lower than 12.25 metres above Ordnance Datum (AOD)
- Compensatory storage shall be provided in accordance with Sections 8.8 and 8.9 and appendix F of the FRA
- there is to be no sleeping accommodation on the lower ground floor of the new extension
- the flood proof / resilience measures detailed in section 8.6 of the FRA are to be incorporated into the development.

These mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the scheme's timing/ phasing arrangements. The measures detailed above shall be retained and maintained thereafter throughout the

lifetime of the development.

Reason; To prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided. To reduce the risk of flooding to the proposed development and future occupants.

14 No part of the site shall come into use until the turning areas have been provided in accordance with the approved plans. Thereafter the turning areas shall be retained free of all obstructions and used solely for the intended purpose.

Reason: To enable vehicles to enter and leave the site in a forward gear thereby ensuring the safe and free passage of traffic on the public highway.

15 Details of improvements to the existing cycle parking provision, to include an increase in the number of staff spaces to 15 and improved facilities for visitors (retaining at least 28 spaces), shall be submitted to and approved in writing by the Local Planning Authority. The development hereby approved shall not be occupied until the cycle parking areas and means of enclosure 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.

Reason: To promote use of cycles thereby reducing congestion on the adjacent roads.

16 The areas shown on the approved plans for parking shall be retained solely for such purpose and shall be retained for the exclusive use of the hotel.

Reason: To reduce congestion on the adjacent roads.

17 A plan detailing the siting of the access barrier to the car park entrance, to be set back a minimum of 15 metres from the back of the footway, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the construction of the development and the works shall be carried out in accordance with the approved details.

Reason: To prevent obstruction to other highway users.

18 The development hereby permitted shall not come into use until the following highway works have been implemented in accordance with drawing EA_1545_PL_100 Rev A *****or arrangements entered into which ensure the same;

1) Removal of kerbed junction site access on Station Road and replacement with a dropped vehicle crossover design surfaced in Yorkstone paving to match adjacent footway and kerbs.

Reason: In the interests of providing a safe means of access to the site by all modes of transport and to minimise disruptions to the free flow of traffic.

19 The building envelope of the hotel shall be constructed so as to achieve internal noise levels of 30dB LAeq 1 hour and 45dB LA Max (23:00 - 07:00) on more than 10 occasions in any night time period in bedrooms and 35 dB LAeq 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 future occupants and in the interests of the long-term viability of the building.

20 The combined rating level of any building service noise associated with plant or equipment at the site should not exceed 48dB(A) L90 1 hour during the hours of 07:00 to 23:00 or 39dB(A) L90 15 minutes during the hours of 23:00 to 07:00 at 1 metre from the nearest noise sensitive facades when assessed in accordance with BS4142: 2014, inclusive of any acoustic feature corrections associated with tonal, impulsive, distinctive or intermittent characteristics.

Reason: To protect the amenities of nearby residents and businesses

21 Reporting of Unexpected Contamination Condition

In the event that unexpected contamination is found at any time when carrying out the approved development, it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme must be prepared, which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

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

22 The development shall be carried out to a BRE Environmental Assessment Method (BREEAM) standard of 'Excellent'. A Post Construction stage assessment shall be carried out and a Post Construction stage certificate shall be submitted to the Local Planning Authority prior to occupation of the building (or in the case of the certificate as soon as practical after occupation) . Where it can reasonably be demonstrated that an excellent is not feasible, full justification for the lower rating shall be submitted to and agreed by the LPA prior to occupation. Should the development fail to achieve a BREEAM standard of 'excellent' or the agreed alternative rating, a report shall be submitted for the written approval of the Local Planning Authority demonstrating what remedial measures should be undertaken to achieve the agreed standard. The approved 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 a sustainable development in accordance with the requirements of Policy CC2 of the Emerging Local Plan.

8.0 INFORMATIVES:

Notes to Applicant

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

In considering the application, the Local Planning Authority has implemented the requirements set out within the National Planning Policy Framework (paragraph 38) in seeking solutions to problems identified during the processing of the application. The Local Planning Authority took the following steps in order to achieve a positive outcome:

- the use of conditions
 - request for revised FRA
 - revisions to the design of the turning head
2. Yorkshire Water Notes for the Developer:

i) the developer is required to consult with Yorkshire Water's Trade Effluent team (telephone 03451

242424) on any proposal to discharge trade effluent to the public sewer network;

ii) foul water from kitchens and/or food preparation areas of any restaurants and/or canteens etc. must

pass through a fat and grease trap of adequate design before any discharge to the public sewer network; and

iii) under the provisions of section 111 of the Water Industry Act 1991 it is unlawful to pass into any public sewer (or into any drain or private sewer communicating with the public sewer network) any items likely to cause damage to the public sewer network interfere with the free flow of its contents or affect the treatment and disposal of its contents. Amongst other things this includes fat, oil, nappies, bandages, syringes, medicines, sanitary towels and incontinence pants. Contravention of the provisions of section 111 is a criminal offence.

3. FLOOD WARNING ADVICE

The Environment Agency strongly recommend that those responsible for the operation of the development sign up to their flood warning service.

4. INFORMATIVE:

You are advised that prior to starting on site consent will be required from the Highway Authority for the works being proposed, under the Highways Act 1980 (unless alternatively specified under the legislation or Regulations listed below). For further information please use the following contact number:

Works in the highway - Section 171 - Vehicle Crossing - Section 184 - (01904) 551550 - streetworks@york.gov.uk

5. o Developers' Informative

1. 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.

2. The work shall be carried out in such a manner so as to comply with the general recommendations of British Standards BS 5228-1:2009 + A1:2014 and BS 5228-2:2009 + A1:2014, a code of practice for "Noise and Vibration Control on Construction and Open Sites".

3. Best practicable means shall be employed at all times in order to minimise noise, vibration, dust, odour and light emissions. Some basic information on control noise from construction site can be found using the following link. https://www.york.gov.uk/downloads/download/304/developers_guide_for_controlling_pollution_and_noise_from_construction_sites

4. 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.

5. There shall be no bonfires on the site.

Contact details:

Case Officer: Rachel Tyas

Tel No: 01904 551610